

EDWARDS ON SPONSORSHIP - ARGENTINE GRAND PRIX

AUTOSPORT

Monte Carlo: Alpines outlast Munari's Lancia





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So here's wishing Ronnie all the best through 1973 and hoping he'll finish up No. 1 in Formula 1.



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For more information contact: John Lawrence, Vick International Ltd., 20 Savile Row, London W1X 8AN

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One Argentine GP surprise was provided by Clay Regazzoni and his Marlboro-BRM (see page 8). In testing, the Swiss has lapped Silverstone at 137 mph, 4 mph better than the record.



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EDITORIAL

Formula 1 hangover

Enthusiasts may be forgiven for thinking that the 13th round of the 1972 World Championship took place at Buenos Aires last Sunday. With a few notable exceptions, such as those of Motor Racing Developments, McLaren and John Surtees, the specification of the competing cars didn't differ from those at the Brands Hatch and Watkins Glen races last October. The teams simply removed the dust sheets, flicked away the cobwebs, adjusted the pedals for the new drivers and warmed up the engines. The first round in the 1973 championship was under way!

The real change on the Grand Prix scene involved the personnel. The Argentine GP was not really fully representative—we will have to wait for the first European round, the Spanish on April 29, for that—although most of the familiar faces were present. But many of the drivers, designers and mechanics were wearing different anoraks after their winter switches. Indeed, it was one of these combinations, Regazzoni and BRM, who provided one of the major surprises of practice and the race. Regazzoni eventually finished seventh after delays while leading but his spectacular driving must mark him as the most promising thing to have happened to BRM since the late Pedro Rodriguez and Jo Siffert.

In the end, of course, the race went to a well-established combination, Emerson Fittipaldi and John Player Special, followed by the Tyrrells of François Cevert and Jackie Stewart. It was, by all accounts, a fabulous motor race, and you can read all about it in our report which begins on page 8. The report was filed by Pete Lyons, the man who has reported the American scene so entertainingly for AUTOSPORT. Now Pete is to spread his wings, and will be reporting all this year's 15 World Championship races for AUTOSPORT.

Group 1—at last

If nothing else, the regulations just issued to cover the two British Group 1 championships underline once and for all that this class of racing has departed from the original concept. The list of eligible cars proves it. No longer is it possible for a part-time competitor to race his CSI-homologated Group 1 Ford Consul, for it has not been placed on the list of eligible cars by the manufacturer. He will have to use a car that a maker or importer says he can. The formula will be dominated once more by works and quasi-works drivers in extremely expensive blue printed cars. What is really required is another championship, just for the amateurs, and one from which the serious people are barred by a simple registration system.

But the big beef has been over the late issue of the regulations. Few people are impressed by the fact that they have been finalised with only four weeks to go to the first round.

our cover picture

Monte scene: Last year's Monte winner Sandro Munari started this year's event in similar vein, by holding a small lead in the opening stages. However, his Marlboro Lancia left the road and never featured in the leading places again.

Photo: Hugh Bishop

Pit and Paddock

G1 surprises

There is a certain amount of disappointment over the RAC's list of eligible cars for 1973 Group 1 production saloon car racing. For this year, when the RAC Motor Sport Division received the list of cars homologated for International Group 1 from the FIA, they asked manufacturers to nominate the model they wanted used in British Group 1 racing. Unfortunately some manufacturers did not appreciate the wishes of their customers and as a result, the list of eligible cars is depressingly small and excludes many possible competitors. For instance, whereas Chrysler UK have nominated most of their models, Ford have listed only those they race—the Escort Sport, the Escort Mexico and the Capri.

Only those cars listed, which are all current models, can be used in Group 1, which means that all those old model Minis etc which raced last year will be excluded for 1973. And it also means that only certain models will be eligible—only the models which the manufacturers nominated to the RAC. The full list of eligible cars is given below, but for the other details specified for each model (i.e. minimum weight, wheel size, tyre size), an *sae* should be sent to the RAC Motor Sport Division.

There are certain surprises in the list of eligible cars. BRSOC's Peter Browning commented that the RAC may have given manufacturers too much leeway in letting them nominate which models they wanted raced and that as the list stands, it reads like an "overseas car buyer's guide." Peter Browning also expressed disappointment that older models of cars, not nominated by the manufacturers, would not be allowed to compete, and Browning also expressed concern on the very late stage at which these regulations have been issued.

When looking at the list of eligible cars, it is important to discover what has exactly been homologated for each particular model, as cars will run to the specification as marketed in Great Britain. "No optional equipment affecting performance as specified by Article 257 (1) of Appendix J will be permitted if the fitting of such equipment alters the manufacturer's lowest listed retail price for the model concerned," states the RAC regulations.

The list of eligible cars shown below may only be added to as from July 1 in order to cater for new models. Regarding wheels and tyres, "the rim width and tyre size will be as stated in the RAC list of eligible cars. The choice of tyre must be made from those listed in the 1973 RAC Motor Sport Year Book (pages 145 and 146, para 1a), and may be of any speed rating. Before practice or race any tyre must have a minimum tread depth



Peter Browning—"disappointed" of 1 millimetre over the entire tread pattern."

Since the publication of the original regulations, other points that have been clarified include: "The generator may not be changed and must be operative. Adjustable shock absorbers are not permitted. Bumpers and/or overriders may not be removed. The minimum weight as stated in the RAC list of eligible cars must be met by the car in the condition in which it finishes the race; no tolerance will be granted. The modification to seal brackets permitted by Appendix J is confirmed to the area below the uncompressed level of the seat cushions."

With regards to safety, the fitting and use of at least a four-point safety harness is compulsory. Seats and/or seat backs must not hinge and must be modified so as adequately to prevent their doing so. A fire extinguisher of at least 6lbs extinguishment capacity must be carried. A fuel filter must be integral with the fuel tank.

In case of a query as to options such as transmission ratios, wheel sizes, etc, reference will be made to the Auto-car's Buyers Guide.

The list of 1973 RAC eligible Group 1 cars is as follows:

Up to 1000: Mini 1000, Hillman Imp, 850, Hillman Imp de luxe, Hillman Super Imp, Carlton Dyane & Seat 850 Berlingo, Fiat 850 L, Fiat 850 SR, Honda N600 Touring, Honda Z Coupe, Moskvitch 412, Renault 4 de luxe, Skoda 1000.
1001 to 11,000: Mini 1275 GT, Morris Marina 1.5 de luxe Coupe, Sunbeam Scott, Hillman Avenger 1500, Simca 1300 Rally 1, Fiat 128 2 door and 4 door, Fiat 127 2 door and 3 door, Ford Escort Sport, Renault 6—1500, Renault 12L, Skoda 1100 LS, Vauxhall Viva 1600 de luxe 2 door, Mazda 1300 saloon, Datsun Sunny 1300 2 door and 4 door, £1,000 to £1,500: Morris Marina 1.8 TC Coupe, Triumph Dolomite, Hillman Avenger GT, Hillman Hunter GT, Hillman Hunter GLS, Simca 1300 Special, Citroen GS Super Comfort, Daf Marathon Coupe, Fiat 132 1600, Fiat 124 Special T, Daf 55 Coupe, Fiat 124 Special, Fiat 124 saloon, Fiat 128 Coupe 1100 SL, Fiat 128 Coupe 1300 SL, Fiat 128 Rally, Ford Escort Mexico, Opel Ascona 2 door 1.9, Renault 12 TL, Renault 16L, Saab 96 V4, Toyota Corolla 1200, Toyota Corolla Coupe SL, Toyota Carina 1600, Toyota Celica ST 4 speed, Vauxhall Firenza Sport SL, Mazda 818 Coupe, Mazda 816 Coupe, Datsun Bluebird 1600 de luxe, Datsun Bluebird 1800 de luxe, Datsun Bluebird 1800 SSS.
Over £1,500: Alfa Romeo Giulia Super 1.6, Alfa Romeo 2000 saloon, Alfa Romeo GT 1.6, Alfa Romeo 2000 GTV, Rover 3500 S, Triumph 2.5 PI, BMW 3.0 E3, BMW 2002 TI, BMW 3.0 CS, Chevrolet Camaro Z28, Chrysler 180, Citroen SM, Fiat 132S 1800, Fiat 124 Coupe 1600, Ford Capri 3000 GT, Mercedes-Benz 280 SE, Toyota Celica ST 5 speed, Volkswagen K70, Mazda RX 7 saloon and coupe, Mazda RX 3 saloon and coupe.

Firestone BOC FF bonuses

Firestone will be offering cash bonuses for competitors in the BOC Formula Ford Championship this year.

Drivers using Firestone tyres and displaying a minimum of two Firestone decals will qualify for the award. The prizes will be £10 for the first car home which meets the requirements and £5 for the second.

Claim forms for the award will be available at the end of each meeting and the money will be paid at the end of the year. All claims must be returned by December 31.

Further details and forms from Jim Disley, Firestone Tyre and Rubber Co Ltd, Great West Road, Brentford, Middlesex. (Tel: 01-560 4141.)

G4 Crusader homologated

It is just announced that the Clan Crusader has been homologated G4 for production sports cars, complete with full roll cage made from glass fibre. The Clan Motor Company are building five identical Crusaders all to be finished in British Racing Green and Team Castrol colours. The five Clans will be sold for £1,397 each (ie standard list price) and included with purchase is free membership of Team Castrol, oil etc and free Goodyear wheels and tyres. One car has already been ordered by Malcolm Wayne for the BRSOC-STP series. Clan Motor Company are offering the remaining four cars at standard price to serious and competitive customers only.

Ronnie Peterson had his first race in a John Player Special in Argentina last weekend. After a troubled but spectacular practice he was lying fifth in the race when the oil pressure dropped and he retired.



USAC admit F5000 cars

The USAC board of directors met on January 21 and decided to allow F5000 cars to compete in any 1973 USAC road race, providing that the cars meet all the USAC safety regulations. The idea of the new move is to introduce more road racing into USAC. This year there will probably be an extra five road races added to the USAC calendar and it is a direct invitation to SCCA members to get in with the rival USAC organisation. This is to try and prevent the successful L&M sponsored, SCCA run F5000 Championship from drawing away regular USAC members.

The USAC board has also agreed to adjust a preliminary minimum purse figure to attract more road courses into accepting 1973 dates.

Any F5000 car can run in the USAC events if it meets the safety specification but if it uses a 305 cu. in. engine it will have a minimum 1300 lbs weight limitation imposed.

Jones' record

We deprived Australian F3 driver Alan Jones of a lap record last week. He in fact holds the record round the Silverstone GP circuit in 1 m 32.4 s with a Brabham-Vegantune BT38C. It was Jones' first outing with the car during the heat at the Daily Express/GKN meeting last April.

In the two years of the 1600 cc F3 the lap record honours have been shared out very evenly by the major manufacturers Holbay and Vegantune. Holbay have seven to their credit while Vegantune have nine and Novamotor one.

Race of Champions: exciting F1 prospects – star Consul race



Stars of the Consul race (from l to r): Phil Read, Douglas Bader, Chay Blyth, Richard Meade, Graham Hill (who announced the Sparks Consul race), Henry Cooper and Colin Cowdrey.

A full, exciting and varied two days of motor sport take place at Brands Hatch on Saturday and Sunday, March 17 and 18. The Daily Mail-supported Race of Champions at Brands Hatch not only provides spectators with Europe's first Formula 1 race of the new season—supported by a fantastic programme of Championship races—but also gives followers of many other sports, the chance to see Henry Cooper, Colin Cowdrey, Jimmy Greaves, Richard Meade, Mick McManus and David Hemery amongst others, competing in a 10 lap race around the Club Circuit, all driving standard 3 litre Ford Consul GTs.

Called the Sparks Champions Consul race, the leading sportsmen will be racing in aid of Sparks (Sportsmen Pledged to Aid Research into Crippling Diseases). The sportsman's charity, John Webb of Brands Hatch has guaranteed Sparks £3,000 for organising the race and this money will be put up in form of prize money on the understanding that the money will be donated to Sparks, and Ford will donate one of their cars, which may be used by the winner of the race for one year.

The sportsmen competing in the Sparks Champions Consul race are expected to be:

Douglas Bader (President of Sparks), Flying; Chay Blyth, Sailing; Michael Bonallack, Golf; Chris Bonnington, Mountaineering; Henry Cooper, Boxing; Colin Cowdrey, Cricket; John Dawes and David Duckham, Rugby; Jimmy Greaves, Football; Reg Harris, Cycling; Rachael Heyhoe-Flint, Cricket; David Hemery, Athletics; Geoff Lewis, Horse racing; Mick McManus, Wrestling; Richard Meade, Equestrian three-day events; Ivan Mauger, Speedway; Phil Read, Motor-Cycling. Reserves are Johnny Leech from Table Tennis and Freddie Titmus, the England Cricketer.

Formula 1: exciting line-up

Following the Consul race, comes the highlight of the week-

end, the Daily Mail Race of Champions, in which 16 Formula 1 cars and the fastest Formula 5000 competitors will be competing over 40 laps of the Brands Grand Prix circuit.

Can Emerson Fittipaldi maintain his great Brands Hatch record? Last year the current World Champion won four races for John Player Special at Brands. On March 18, Fittipaldi will be attempting to maintain his Brands domination, but he has plenty of opposition. His new team-mate Ronnie Peterson may just be the man to usurp the Brazilian from the Brands throne.

From the Marlboro BRM camp, three cars are expected to appear for the charging Swiss Clay Regazzoni, who won the Race of Champions in 1971, Jean-Pierre Beltoise, who won the JPS Victory F1 race at Brands last October, and for either Niki Lauda or Vern Schuppan.

Denny Hulme and Jody Scheckter are representing the Yardley McLaren team, and from the Surtees equipo are Mike Hailwood and Carlos Pace, who finished second to Beltoise at Brands in October.

There is hope of three Shadows appearing, two works cars for Jackie Oliver and CanAm champion George Follmer, and possibly a third model for Graham Hill. Other entries are expected to include Caetano Reutemann's works Brabham and Frank Williams' Iso Marlboro for Howden Ganley. More news over Formula 1 entries will be regularly appearing in these columns, but already it's a great line-up.

Top Championship rounds

Mixed with official practice on Saturday March 17, will be the opening round of the Rothmans European Formula 5000 Championship, over 25 laps. Top names from both sides of the Atlantic are expected to appear in this F5000 race. Remember that epic McRae v Redman F5000 dice last October at Brands...?

On Sunday, in addition to a round of the BOC Formula Ford Championship two big series will

start their new seasons. The RAC British Touring Car Championship, where the new demon Broadspeed Capri, Brian Muir's new lightweight 3-litre BMW and Frank Gardner's SCA Camaro are expected to open the new G2 season on an exciting note, and the new Yellow Pages International Formula Atlantic Championship will have their opening rounds at Brands on March 18.

Admission prices will be 50p for Saturday, March 17 and £1.50 for the great programme of motor sport and entertainment on Sunday, the 18th. Special reduction on tickets can be obtained by writing to Brands Hatch Circuit Ltd, Fawkham, near Dartford, Kent, DA3 8NG. It's just 14 months away.

Entertaining Rothmans film

The Racers is the name of a new motor racing film which is now on general release at two London cinemas. Made by Tony Maylam of Cygnet Films it is centred round the Rothmans 50,000. Maylam has used some new camera angles at Brands for the racing parts of the film which are fairly brief but very exciting. There is a good paddock sequence with the cars arriving and one of the best round-the-circuit timed laps ever put on film featuring Howden Ganley in a BRM and Brian Redman in an Escort Mexico. There are also many short and amusing interviews with drivers and the whole film captures excitement and atmosphere.

Although the film has been made for Rothmans, they hardly rate themselves a mention while rivals Players and Marlboro get a fair share of the limelight.

The majority of those who saw the preview last week came away wishing it was longer than its 27 min for with its mixture of racing and behind the scenes type shots it is very entertaining, both for the layman and enthusiast.

MRC 2-litre offer

With the 2-litre sports car scene looking healthier than ever this year with advent of cars from manufacturers other than Chevron and Lola, Motor Race Consultants have announced that they have got four drives available in competitive cars for both 2-litre championship races and Manufacturers' Championship events. The rent-a-drive cars are Chevron B23s and B21/23s and are available at "very reasonable" rates.

The driver will not be responsible for engine blow-ups, crashes, transportation expenses or general wear and tear of the car and will be able to put his sponsor's name or whatever on the car.

The deals available include both sharing a car and single drives. Further information from Barry Bland at MRC, 40 Pall Mall, London, SW1. (Tel: 01-930 9546).

Charlton wins in South Africa



Dave Charlton—second win.

Dave Charlton won the second round of the South African national championship at Kyalami last Saturday, driving the Lucky Strike Racing Lotus 72D. Charlton finished the race with one of his rear tyres ripped to shreds, while his team-mate Eddie Keizan retired from a distant second place with fuel pump trouble. Charlton's winning time was 55 m 58.8 s for the 40 laps.

Paddy Driver's McLaren M10B finished second, ahead of the first "F2 car," John Love's Gunston Chevron. Fourth and one lap behind was Jackie Pretorius in the ex-Rondel Brabham BT38. Love's Gunston Chevron team-mate Ian Scheckter retired in the opening laps.

Guy Tunmer was involved in a practice collision with a Super Vee, which resulted in his F2 March damaging its rear suspension and Tunmer breaking his wrist.

● A mistake occurred in the regulations issued by the BARC for their race meetings on March 4, 11 and 25. The club are, of course, running their Group 1 classes to RAC regulations, and the £1,700 price division mentioned in the regs is purely fictitious.

PAGE TOURS

SOUTH AFRICAN G.P. — £249

This is a magnificent 17-day luxury holiday. Flights are by Swissair. Eight nights are spent in Johannesburg and six nights at South Africa's premier beach resort—Durban. In addition to the Grand Prix at Kyalami, always one of the most popular, there is much to see and do. Tribal dancing, diamond cutting, gold mines are just some of the attractions. An optional excursion to Kruger National Park is an exciting prospect. Departure date is Saturday, February 24, return arrival on Monday, March 12. Essential to book immediately.

SPANISH G.P.—MONTJUICH, BARCELONA from £27

We have three tour itineraries to this the first European GP of 1973. Two Friday/Monday weekend departures are from London Heathrow by scheduled service of IBERIA, the Spanish national airline. Inclusive of circuit admission and three nights bed and breakfast accommodation, the weekend costs only £55. Even cheaper than the normal scheduled air fare. For those whose time is limited we have a one-day flight on Sunday, April 29. Departure is from Luton by Britannia aircraft at 07.00. Arrival in Barcelona is at 09.40. The whole day is free to visit the Grand Prix and to see something of Barcelona afterwards. Return arrival at Luton is 02.00 (Monday). The price of £27 includes circuit admission.

SPA 1,000 KMS — £23

Our weekend visit, Saturday, May 6 to Monday, May 7, is proving very popular. There is no doubt that many are still anxious to see motor racing on this classic circuit. Travel is by Hovercraft and coach. £23, including two nights' accommodation.

TARGA FLORIO — £42

A classic race and a classic weekend. Friday, May 11 to Sunday, May 13. The aircraft is already 75% filled and we cannot increase capacity. Book now if you want to see this fabulous race. Three night's bed and breakfast accommodation in Palermo.

BELGIAN G.P. — £23

Now to be held at Zolder. We offer a Saturday to Monday weekend, departing May 19 for only £23. Travel by Hovercraft and coach and two nights' bed and breakfast in Brussels included.

INDIANAPOLIS 500 — £139

A sensational five-day visit to one of the world's greatest races. Flights to New York by BOAC and two nights in New York. Includes flights to Dayton for Indianapolis and two nights in Dayton. Departure Saturday, May 26.

MONACO G.P. — from £26

We offer 11 different itineraries to this event. Prices start as low as £26 and duration of tours is from one day to two weeks. We can still offer accommodation in Monte Carlo with our 8-day and 6-day air flights but it's becoming very limited. Date of Grand Prix is June 3.

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Tasman win for Alan Rollinson

Alan Rollinson moved to within six points of Graham McRae in the Tasman Championship when he won the fourth round of the series at Teretonga Park, New Zealand last Sunday. The track was virtually flooded throughout the race and almost everybody had trouble. McRae himself spun many times and finished tenth. Britain's other representative, Steve Thompson, led briefly but had to stop for the electrics to be dried out and finished sixth.

Practice was held in the dry and the lap record of 57.1 s held by Neil Allen was well and truly smashed by Graham McRae in his latest McRae: he recorded 54.8 s. Eight other drivers got under the record in the order Max Stewart (Lola T330), 54.9 s; Kevin Bartlett (Lola T300), 55.3 s; Frank Matich (Matich-Repco ASO), 55.4 s; Steven Thompson (Chevron B24), 55.6 s; the rapidly improving Warwick Brown (Lola T300), 55.7 s; David Oxton (Beng FMS), 56.3 s; Alan Rollinson (McRae GM1), 56.4 s; and Sam Posey (Surtees TS11B), 56.6 s.

Sunday, race day, dawned very, very wet. Australian Stewart made the best start and for three laps led the field most of whom were indulging in early spins. Stewart himself spun on lap three. He lost two laps recovering leaving Thompson, Rollinson and Posey dicing for the lead. Thompson's moment of glory in the Servis Chevron was short lived however as the ignition got soaked and he lost numerous laps having it dry cleaned.

Rollinson, with his wet Chevrolet on seven cylinders, had to fight off a determined challenge by Posey who managed to get in front on a few occasions. Five laps from the end Posey was leading and looked like winning but his luck, which has

been out throughout the series so far, deserted him again and he pitted with a puncture. Rollinson had a lead of 26.5 s when the flag fell. Sam "the mouth" Posey took second and declared that he was the only driver who did not spin during the race. Max Stewart recovered to take third while fourth was New Zealand GP winner John McCormack (Elfin-Repco). Like Stewart he was two laps behind, but in company with Rollinson and the Japanese Yokohara, who finished fifth in his Brabham BT36, was the only runner not to make a pit stop. Thompson finally finished sixth with Brown seventh.



Alan Rollinson—wet win.

Pole man McRae had numerous spins and a stop to change tyres and finally finished tenth.

McRae's 21 points scored in the previous rounds keep him in the lead of the championship while Rollinson moves up to second with 15 points. McCormack had 12, Brown 10, Matich and Thompson 9.

Matra versus Mirage at Daytona opener

The opening round of the International Championship of Makes takes place at Daytona, USA, this weekend. After running the race over six hours last year and losing a great deal of money the Daytona organisers have reverted to a full 24 hour race this year. Because of a dislike of 24 hour events and because of a disagreement over money last year's champions, Ferrari, will not be sending any cars to the event. The new all French Matra team must be favourites for victory with their single 670 model for Francois Cevert, Jean-Pierre Beltoise and Henri Pescarolo. The car is similar to that which won Le Mans last year but the engine is apparently giving a lot more power. Gulf Mirage are taking three cars, two with Cosworth V8 power and one Weslake V12

engined car. Drivers, Derek Bell, Howden Ganley, Mike Hailwood and John Watson will evaluate the cars during practice and just two will race. There will be a couple of new Lola T282s including the Gitane car of Reine Wisell and Jean-Louis Lafosse, which if it can find reliability should be very competitive. NART are almost certain to enter an ex-works Ferrari 312P for Jean-Pierre Jarier. Like Ferrari, Alfa Romeo are not going because they have not yet got a competitive car. An interesting entry is the Penske Porsche Carrera for Mark Donohue which should be reliable if not as fast as the full 3-litre prototypes.

A maximum of 75 cars will start the event which has \$50,000 dollars in prize money.

BP award continues

The BP Man of the Meeting awards will continue this year in the same successful format as during the last two seasons. There will be 18 awards this year, 17 are listed below with a further round at Croft to be announced later. At the end of the year the journalists and BP representatives who have picked the individual winners of the meeting during the season will get together to pick the Superman of the Year. Past winners of the Superman Trophy are Roger Williamson and Ian Taylor.

Each Man of the Meeting winner will receive a trophy, rally jacket and petrol vouchers while the Superman will receive a special award, an oil painting of his car in action.

The 17 dates announced so far are:

March 4, Brands Hatch; March 10, Mallory Park; March 18, Brands Hatch; March 25, Oulton Park; April 20, Shelsley Walsh; April 23, Brands Hatch; May 13, Oulton Park; May 20, Shelsley Walsh; June 25, Brands Hatch; July 8, Mallory Park; July 25, Oulton Park; July 27, Shelsley Walsh; August 27, Brands Hatch; September 3, Oulton Park; October 7, Shelsley Walsh; October 14, Mallory Park and October 21, Brands Hatch.

Stewart G2 Capri

Ford of Germany confirmed this week that Jackie Stewart will be included in their driver line-up for at least five of the European Touring Car Championship rounds this year. The former World Champion's debut for the team this year will be at the opening round at Monza on March 28. He will share his Capri with 1971 ETCC champion Dieter Gelhaar. Other members of the team at Monza will be Jochen Mass, Gerry Birrell, John Fitzpatrick and any one of Hans Hayter, Mike Hailwood or Gerard Larrouze.

Stewart has made a couple of appearances in the ETCC during the last couple of years when he drove Capris at the Paul Ricard event with Francois Cevert.

Ibec under test

The Ibec P1 clubman's car which was raced successfully by Lloyd's insurance broker Ian Bracey in 1970 and 71 has been bought by City University in London. The Department of Mechanical Engineering has embarked on a programme of research with the car expected to have a considerable significance for road vehicles in general. The radical aerodynamic shape of the Ibec was designed by the University's Department of Aeronautics. The aims of the pilot study will be to measure the transient suspension strains during the negotiation of an obstruction and the examination of the part played by the tyre.

A new Ibec clubman's car is currently under construction for Bracey to make his comeback this year.

Porsche in G4 championship?

The possibility of a Porsche Cars (GB)-assisted Carrera RS contesting the BRSCC's STP production sports car championship is being discussed. The go-ahead for the scheme has not been taken and depends on sponsorship for the car, which would be driven by Nick Faure.

The organisers' list of eligible cars for the over £3000 class includes various E, T, S and Targa permutations on the basic Porsche 911. But when the 2.7 litre Carrera model—which will spearhead the factory's assault on the European GT Championship—is homologated for G4 on March 1, it too will become eligible for the British national series.

Among its possible competitors are the Mercedes-Benz 350SL, V12 Jaguar E, Alfa Romeo Montreal, Chevrolet Corvette, Ferrari Dino and Daytona, de Tommaso Pantera and Aston Martin DB6.

John Aldington of Porsche Cars (GB) said this week he had no first hand knowledge of the current rumour which suggests the 2.4 litre Porsche 911 is to be or has been homologated for G2 racing this year.

Undoubtedly sufficient quantities of the model have been produced, and if the car does become a Group 2, the whole complexion of the Ford v BMW battle in the European Touring Car Championship could change.

The CSI's list of 1973 homologated models has not so far been published.

New fashion race wear

A range of fashionable racing driver suits designed by fashion designer and Formula Ford driver Murray Sandman were launched at last Sunday's race meeting at Brands Hatch. Using 'Nomex' high temperature resistant nylon developed by Du Pont, Sandman, has combined his racing and fashion expertise to produce two interesting new fashion-styled racing driver suits.

The new range includes an international suit which is a one-piece single layer garment, while the professional suit is also a one-piece single layer, but with an additional inner lining of knitted Nomex.

The outfits will be available through specially selected drivers who will act as agents for the new range. One agent will be in attendance at each important meeting during the 1973 season. Approximate retail prices are £27 for the International and £49 for the Professional.

Further information from Frank Rogers, of Du Pont Information Service (01-242 9044) or from Sandman himself (Plumtree 3987).

Sunday racing squabbles over Oulton Park

The future of Oulton Park circuit has been under discussion by the local councils recently. Groveswood Securities, who own this magnificent circuit, applied for four Sunday race meetings to be held at Oulton Park during 1973, taking careful consideration to not have cars practising or racing during church hours and to prevent having the four meetings during holiday periods in order to avoid cluttering up main roads.

The Cheshire County Planning Officer approved Groveswood Securities' proposal to have these four race meetings. However the Northwich Rural Council's Building and Health Committee rejected the proposal, despite strong efforts by Councillor Ken Brocklehurst, a local to the area and a popular track marshal at the circuit. It is significant that a number of the parish councils do not oppose Sunday racing at the circuit.

The matter will now go as a "difference" to the Cheshire County Council, whose planning officer, as previously-stated, is in favour of Groveswood's application. In addition to the racing, Groveswood also asked for per-

mission to stage other activities at the circuit, such as short stay caravan park, caravan rallies, exhibitions, etc. This application is still to be discussed by the various Councils.

The future of this beautiful circuit situated in Cheshire parkland, may hang in the balance over this decision. It is a well-known fact that Saturday motor racing is no longer a viable proposition and Oulton Park is the only major circuit left in Great Britain that has to stage its major races on a Saturday. Crowds at Saturday race meetings have been sadly diminishing and Councillor Brocklehurst echoed the opinion of many when saying that unless these four Sunday dates are granted, the circuit may be in a serious danger of closing down.

But as in many country areas, any attempt to change brings howls of protest and one can only hope that the Cheshire County Planning Committee override some criticism and accept Groveswood's proposals. For the future of the circuit and the livelihood and enjoyment of many local people, the proposal needs to be accepted.

Irish racing news

Eddie Regan is selling his ex-Dart Chevron B19 and will race the ex-Archie Phillips Brabham BT36 in Irish libre racing this year. The car will be sponsored by The Steering Wheel Pub, of which Eddie is proprietor, and will sport a new Tyrrell-type nose. He is undecided about the engine, the car having been bought sans the 2-litre Hart unit used by John Watson to break the Kirkistown lap record 19 times last July; and may go Atlantic with a BDA.

Other Irish drivers to announce their plans are Tony Martin, who

has bought Geoff Fiswell's Shell Championship winning U2 Mk XIB and Richie Conroy, who will race a new Gryphon C73. Former Sexton Trophy winners Richie Heeley and Dave Furlong are also going clubmans in U2's, the latter with the ex-Brian Husbands Mk XIB. Former Mini-Marcos, MG Midget and saloon driver Jay O'Malley has bought Des Donnelly's 2.2 Vauxhall Viva; and Donnelly is expected to be out in a demon Firenza. Libre exponent Patay McGarrity has bought the ex-Williamson March 722.

CATCHPOLE

THERE'S ONE HELL OF A LOT OF CHEATING IN GROUP ONE THESE DAYS, OF COURSE MY OWN CAR IS.....



...SO STANDARD, BUT THERE'S TALK OF SOME PEOPLE WHO RUN THEIR CARS ON PURE ALCOHOL....



Final Wills rallycross

Can Don Gilham keep his lead to win the Wills Embassy Rallycross Championship? That's the question uppermost in rallycross at the moment when the various winter series come to a close at the TEAC-organised fifth and final round in the Embassy Championship at Lydden this Sunday.

Gilham's Ford twin-cam engined Mini has a six-point advantage over Keith Ripp's Ripspeed Mini. Third, with 21 points, is Tom Airey who failed to score in the last round, while star of Cadwell Hugh Wheldon lies just four points behind Airey. The Mini domination of this series is not broken until fifth place in the current standings, where the Ford drivers Rod Chapman and Ron Douglas both have 16 points, the same number as Brian Stabler, who won the last Embassy Lydden round in his Swiftone Mini—in only his third rallycross.

Who is going to take the Embassy title this year? Find out by going to Lydden, seven miles south-east of Canterbury, this Sunday. The meeting starts at 1.30 and the action is bound to be exciting.

● Motor Race Consultants are expanding their management services this year to include Formula Ford for the first time. This will be operated on similar lines to their successful F3, F2, sportscar arrangement.

INTERNATIONAL DIARY

February 2/4	Auric Rally, Finland.
February 3/4	Daytona 24hr, United States (World Championship for Makes, round 1); Surfers Paradise, Australia (Tasman, round 3).
February 10/12	Costa Brava Rally, Spain.
February 11	International Brazilian Grand Prix (Formula 1, round 2; World Championship), Warwick Farm, Australia (Tasman, round 5).
February 15/16	Swedish Rally, Sweden.
February 16	Florida Citrus 250, USA (NASCAR).
February 18	Daytona 500, USA (NASCAR).
February 25	Sandown Park, Australia (Tasman, round 7).

By Barry Foley

THE TROUBLE IS THERE'S NO WAY OF DETECTING IT



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(41591)

Emerson overcomes the odds for JPS

By PETE LYONS Pictures by PHIPPS PHOTOGRAPHIC

Race Data by ALAN PHILLIPS

There is rivalry between Argentina and Brazil but all was forgotten in riotous jubilation as the World Champion from the big northern neighbour closed up on François Cevert and passed into the lead of the Argentine GP with 10 laps to go. Joyful shrieks literally drowned out the noise of the engines all round the last lap, and a barrage of balloons, perhaps intended for the possibility of a win by Carlos Reutemann, were released anyway as Fittipaldi's little black John Player Special darted under the chequered flag. It was good enough. The victory, which many people professed to expect based on practice form, was not easily won, for Emerson had to haul in and vanquish by 3 s the Elf Tyrrell driven brilliantly by Cevert. Before he could do that he had to await a punctured tyre on Jackie Stewart's Tyrrell which was running interference for its team mate. It all depended too on deterioration of the rubber under Clay Regazzoni's Marlboro BRM, which had started from pole by a distinct margin and led the first 28 laps going away. Still the champion recorded fastest lap by three-quarters of a second as he closed on the frankly tiring Cevert.

It was a magnificent drive after a magnificent long race and the sheer quality of the event was the best possible start to the new season. If even a few of the next Grand Prix are like this one it will be a vintage year. Stewart's slow puncture dropped him nearly into the hungry jaws of Jackie Ickx's Ferrari, but he held on to third place. After Peter Revson was delayed by throttle-linkage trouble Denny Hulme, who was suffering a sore neck, brought his Yardley-McLaren in fifth. Sixth, and his first championship point, was taken by a delighted Wilson Fittipaldi in his Brabham.

ENTRY

Well, all the recent squabbles and wrangles and self-serving outcries may not have convinced you but it was proven with finality at the first round of the new year: Grand Prix is the most important motor sport in the world. Look here, sprinkled artfully round the pool at the Sheraton, the International Stars, soaking up both the blinding January sun and the almost as dazzling devotions of

some very sleek female types; look now a little closer. See that man over by the spiky green plants, and his mate lounging strategically near the sauna? Look up, up about 15 storeys, to the window with the glass missing, and you may spot . . . is it a rifle barrel, or just a radio antenna?

Bodyguards, man. Not a perfectly settled country, Argentina. At one point there wasn't even going to be a race. That was resolved with some sound old-fashioned manoeuvring.

Emerson Fittipaldi won the Argentine from two Tyrrells, but it certainly wasn't an easy win.

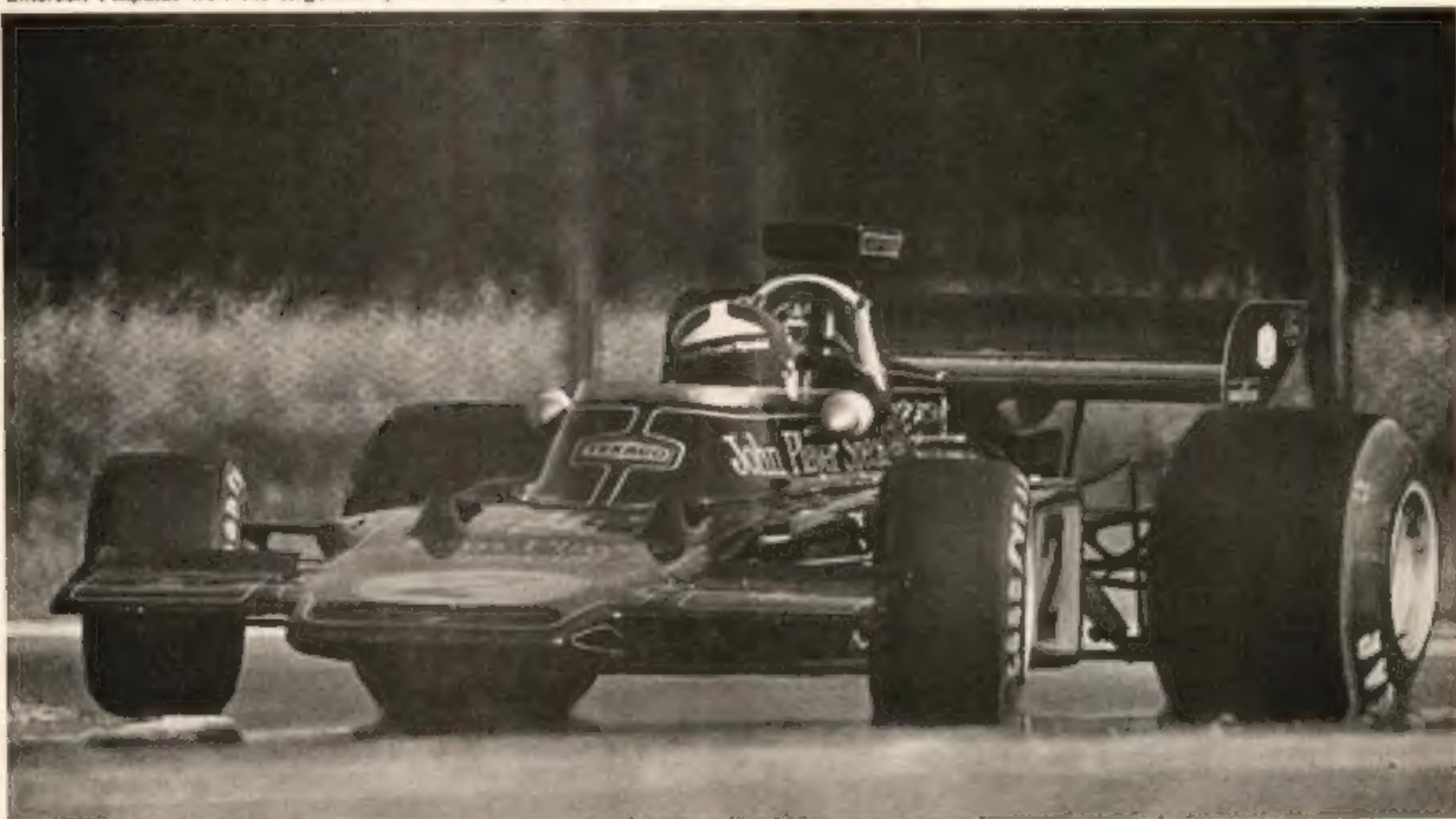


World Championship/
round 1

taking the brand-name of the military government off this frivolity and getting help from several state-owned enterprises but still the visiting pilots might make not bad subjects at all for a nicely timed Tupamaros raid. Or so went the thinking, anyway—after all, it happened to Fangio himself once. So by this unchallengeable rating system has been set the worth of our modern F1 drivers.

Not all of them of course. Just the really big ones. And oh! what a great new status-token. You should have seen the smug smiles of satisfaction on the Endangered Ones. And the ill-conceived disgruntlement of the others, not pleased at all to be considered safe!

There was a curious half-heartedness about this whole opening GP. There were only 18 cars entered. Tyrrells alone had brought a spare, and there wasn't all that modern intensive practice weeks before the event. While there were four or five new machines none were really to new designs. The track . . . well, nobody could bring themselves to say anything particularly bad about it, but that was about the extent of their praise. The organisation . . . well, at least things started on time. The net atmospheric effect was of being in limbo: here was a pair of races, a trio with South Africa, off in a funny corner of the world where even the sun went the wrong way round the sky, where everyone was using more or less familiar machinery—the new safety-cars aren't required until April—even as back in Europe there was talk of changing the whole format and character of



the Grand Prix car. There were some new factors to study, drivers settling into new teams and so on, but for the most part it was a sort of in-between, hanging-fire kind of weekend. With armed guards everywhere.

The reigning World Champion, on home turf so to speak, brought only two of Mr Player's specials, familiar (but thoroughly rebuilt) old number seven for Emerson Fittipaldi and another familiar-looking one which, however, was brand new, so new it didn't have a number plate but if it had it would have read "eight," for the new joint number one, Ronnie Peterson. (And of course here was going to be an interesting little mini-GP to see which number one was going to add up to first.) Detail mods to the gearbox sideplates meant slightly widened rear track, and the fire bottles had been relocated between the driver's legs. The rear brake disc cross-sections had a new link-system of mounting to the discs.

Elf-Tyrrell's spare, never used in official practice, was homely old 003. They of all the teams were the only ones to test hers earlier, and 003 was the car they'd used. Stewart and Cevert were content with their normal end-of-last-season chassis, 005 and 006, which looked just about the same as before until you spotted the fat half-shafts sticking out amongst the front wishbones. As the designer said, "We've decided to try out all the answers we've gathered on our dynamic test rig." The trial seemed positive, the brakes remained inboard. As on the Lotuses, but on the front this time, the brake discs had a "strap-drive" system.

The Brabham team were resplendent in South American white, the pair of BT37s for Wilson F and Carlos Reutemann showing some mid-winter fiddling and fussing, chiefly in the addition of "crash space" body sides.

The same sorts of things had been done to the pair of Yardley McLarens for Denny Hulme and Peter Revson: a new rear suspension made of F2-based uprights, a neat new "space-frame" rear bulkhead, and skinned roll-over bar silhouette.

Ferrari too had but two machines, Jacky Ickx showing at one point who was number one on that team when he took over Arturo Merzario's car while his own had its engine changed.

The Clarks - Mordaunt - Guthrie - Durleacher Space Racing March for Beuttler was the familiar 721G in every respect, pending the arrival of the all-new design. The works STP version for Jean-Pierre Jarier was much the same, although the oil tank had been moved aft, but introduced a pleasant civility—a pair of silencers which slipped over the exhausts whenever the engine was started inside the garage.

Two brand new machines in one team were the pair of Brooks Bond Surtees TS14As, numbers 2 and 3, for Mike Hailwood and Carlos Pace. They had new suspensions, new radiator and side duct layouts, new fuel and oil systems, and a modified transmission.

It isn't new that Marlboro BRM have more cars than anyone else; to maintain their edge this time they had merely to bring three, all P160s and all showing rethinking in the bodywork department, for Jean-Pierre Beltoise, Clay Regazzoni and Niki Lauda. There had been some engine development work as well, and the whole operation looked more taut.

Frank Williams rounded out this list with his pair of Iso-Marlboros, Nanni Galli's car actually the original FX3/1 "Politoys" although there had been considerable modification done to keep it as equivalent as possible to Howden Ganley's brand new car which had new suspension geometries. This test-bed for the "April rules" car had not turned a wheel before Friday practice.

PRACTICE

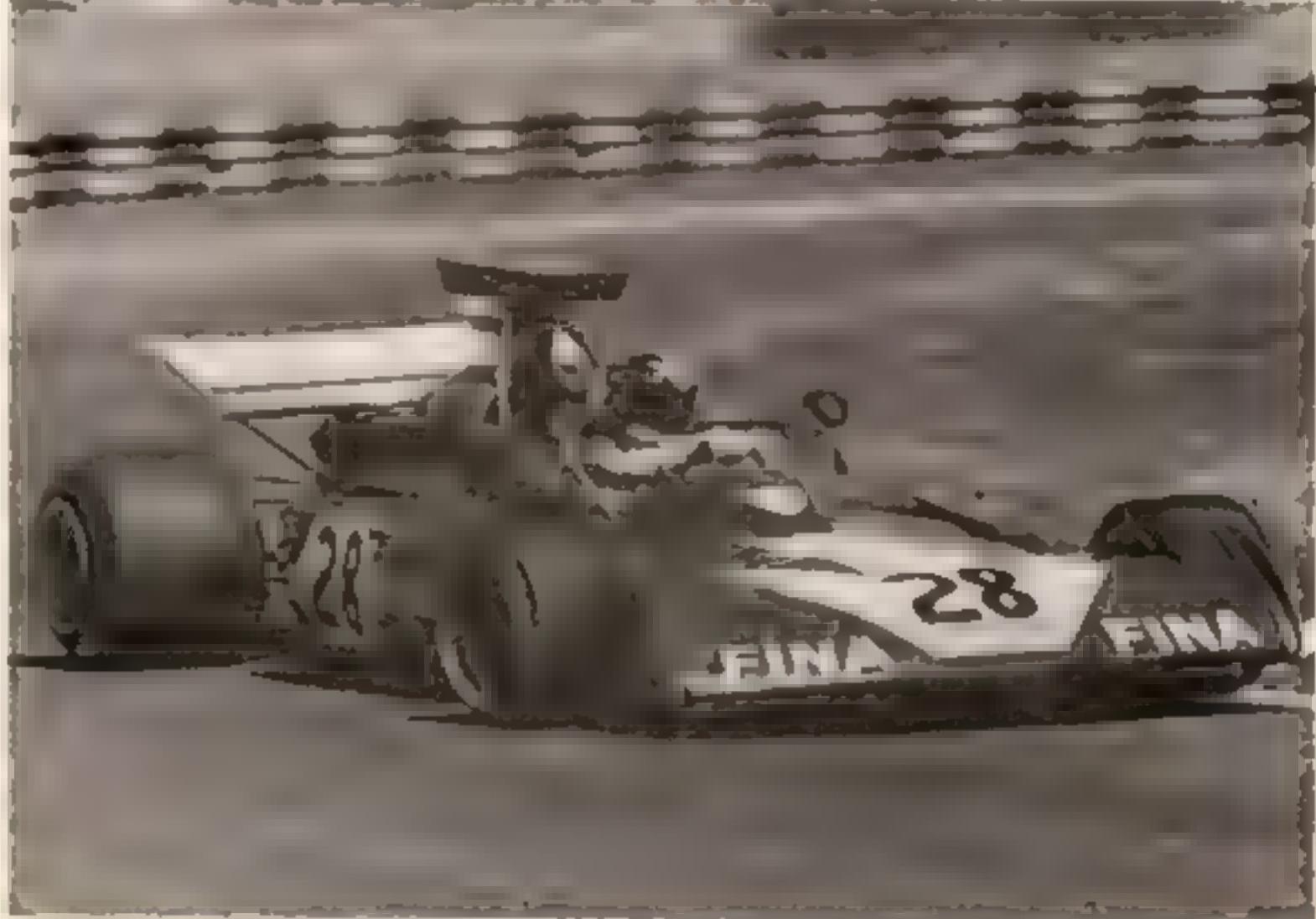
There was an unofficial practice on Thursday, and Stewart was fastest from Hulme and Hailwood and the rest of those who were out, but due to the slipperiness of the "green" surface nobody was trying too hard and it didn't mean very much, he said. At one point he apparently tangled wheels with



New faces were seen in March (above) with Jean-Pierre Jarier making his debut; and Nanni Galli in Frank Williams' Iso (below)



Carlos Pace had his first World Championship race in the Surtees but it was not a happy one



So far, Emerson isn't repeating last year's performance.



Emerson Fittipaldi, World Champion in the John Player Special

This time last year, Emerson Fittipaldi had not only failed to win the Argentine Grand Prix — Emerson Fittipaldi had not even finished the Argentine Grand Prix.

A rather inauspicious start for a man who then went on to become last year's World Champion.

This year, Emerson Fittipaldi won the Argentine Grand Prix.

We hesitate to predict what this decided improvement in form might mean to Mr. Fittipaldi's already illustrious racing career.

But we delight in contemplating what it could mean to us.



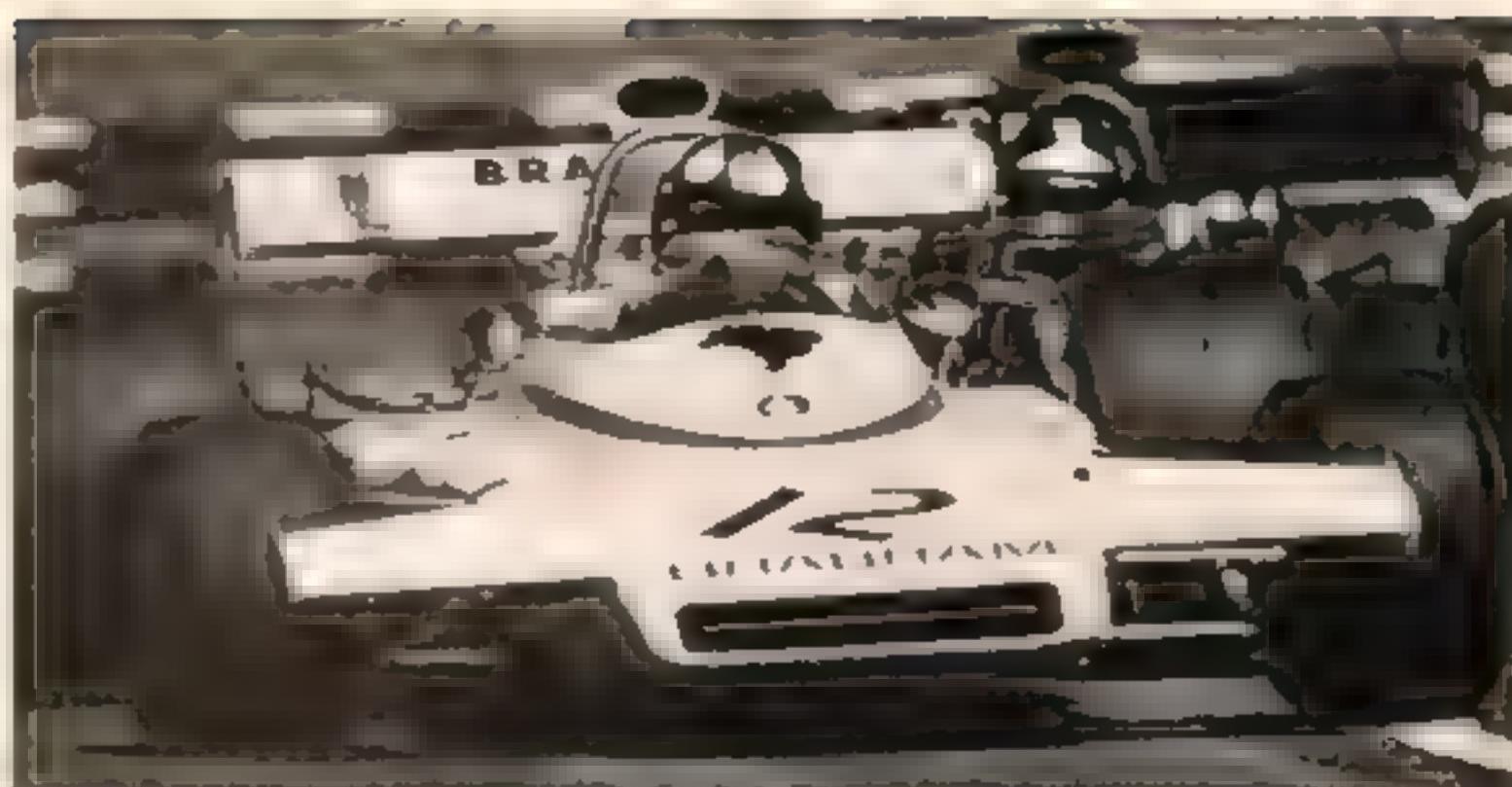
one of the newer drivers, and there was a scene of stern lecture in the pits. Hailwood's brand new car, having its first day anywhere, tightened its steering at one point and caused a long lurid slide, but that was about the only thing of note about Thursday. Oh yes, and the armed police selected the most expedient method of eliminating the danger of a couple of dogs loose on the circuit. Wonder what they'd do about errant spectators?

Quite early on Friday the interesting thing about this meeting came into view, Regazzoni thrusting his BRM up toward the top of the time sheets. Now the old record had been established by the startling Reutemann at 1 m 12.48 s, an average of about 103 mph over the 2.07 mile "number 9" circuit. Just eight laps into the first Friday session Regazzoni had recorded a 1 m 11.53 s. Suddenly there were little clusters of people nodding over the time sheets asking each other, "Just what do you suppose BRMs have been up to over the winter?" Unfortunately, or fortunately depending on your position, just then Clay's car had some sort of a sandwich-construction wheel failure, and he came trundling in slowly with his helmet off. Later in the day he failed by 0.05 s to reach the time again. At the end it was two drivers who beat him: Fittipaldi at 1 m 11.18 s and Stewart at 1.31 s. Five other drivers exceeded the old record and three others weren't far away from it, and the other two BRM drivers on their Firestones were amongst these fast boys. From the amount of comment overheard, it wasn't something many people had anticipated.

"It has to be quantifying-tyres" said disgruntled voices. Goodyear hadn't brought anything along that the only three compounds to choose from for the race. But Firestone said they too had only racewear in only two compounds. So it appeared to be an honest result. Very stimulating.

The tyre technicians agreed on the rubber requirements for this rather peculiar circuit: you wanted something that gave a bit of bite out of the hairpins, a compound that dug into the paving. The surface wasn't particularly abrasive and, in fact partly because there isn't all that much racing here, the surface tended to be slick with dust and rather hard to anticipate from year to year. Of course both firms had new tyres, Goodyear taking a more extreme line with their new taller profile construction which some people blamed for upsetting their rear suspension.

Denny Hulme continued McLaren's successful point-hunting campaign by coming fifth



Wilson Fittipaldi raced to his first championship point in the Brabham BT37

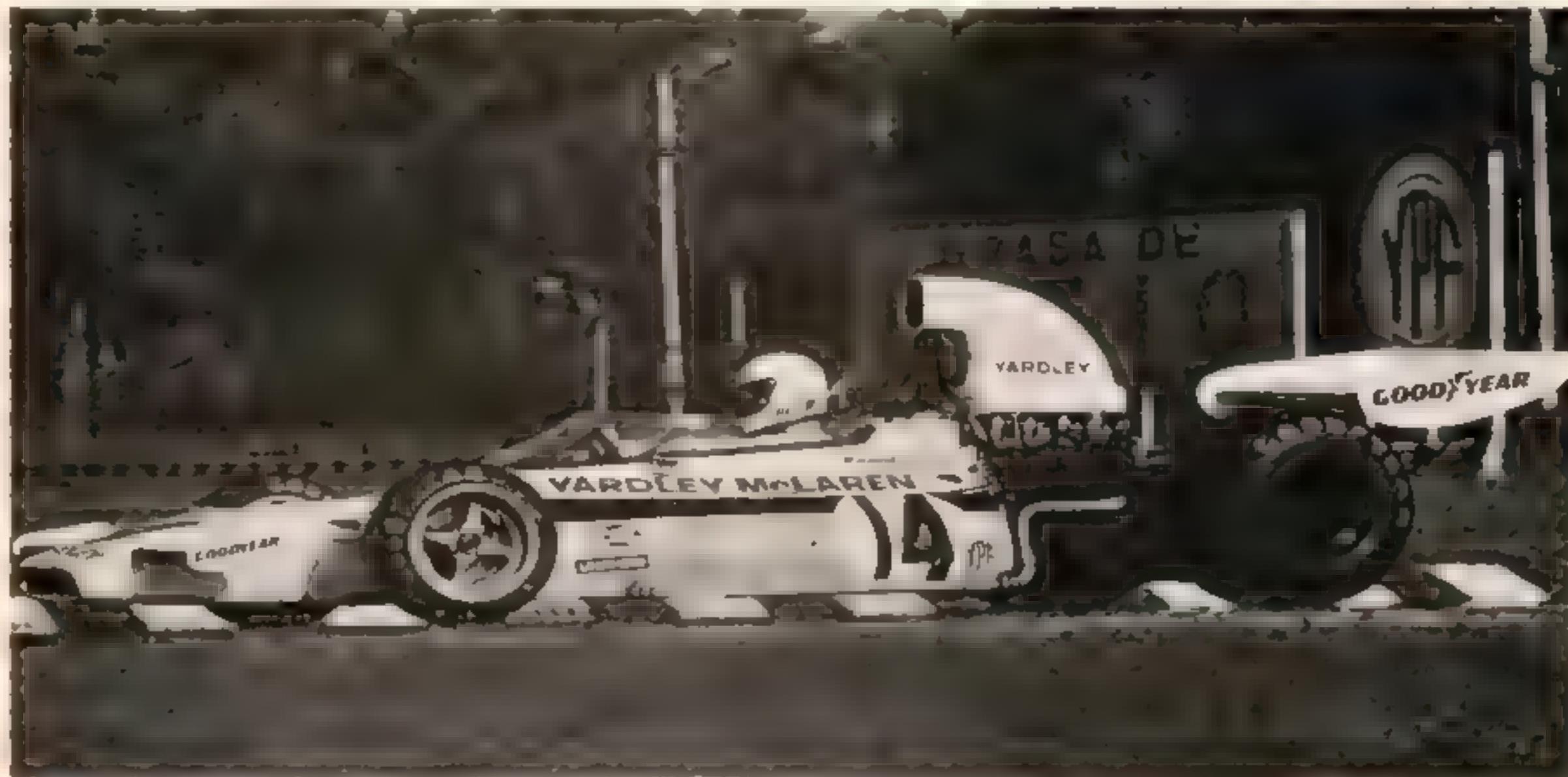
Gommeteres and others claimed was no problem at all. The Firestones as were slightly faster but less b design than as a natural result of new material in materials built in the same moulds. It was also claimed that the Goodyear ride all but eliminated tyre vibration but there was a lot of long road 'Brick' cheer coming from the back ends of cars in both brands.

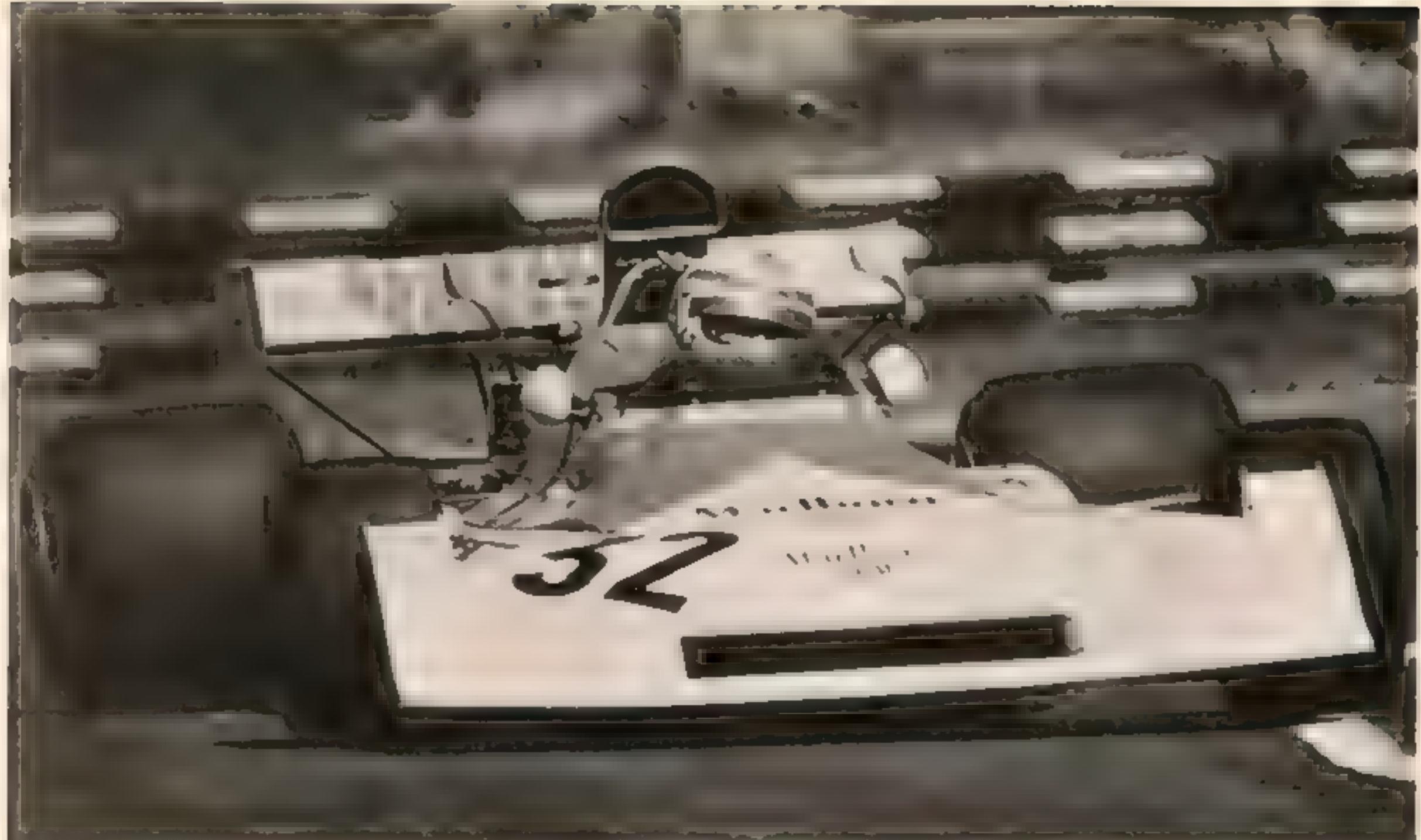
Friday was a beautiful day, the Aires were Buenos indeed soft and pleasantly warm with a moderate breeze. There were some mechanical problems which prevented a few drivers coming to grips with the circuit right away. Hulme and Revson both had engine batters of a minor nature. Peterson stopped with a gearbox bearing adrift, the Isos were taken out of service to have their rear bulkheads re-welded and both new Surteeses were in serious trouble because their new springs were of a bad batch. The paddock was rank and stank but no other team had anything they could use.

Next day was a more normal day for the season, hot and beyond the bounds of pleasantness and with less breeze. It seemed everyone was working harder—they say the circuit is very hard work—and the atmosphere seemed more serious more like a Grand Prix. The Surtees spring problem con-

tinued and made both cars look like understeering pigs, and Pace was further hampered by a broken cam gear. McLarens were again in trouble with engines. Hulme's throttles jamming wide open out of the last hairpin so he very nearly crunched a concrete wall. That was soon fixed but Revson spent most of the day in miserable retreat behind the pits while everything in his engine was checked before the mechanical fuel pump was found faulty. Ickx had a new engine for the day, but it turned out for some reason to be a bad one and he took over Merzario's car for much of the day while his own had yet another installed. Again the Iso had a bad day things like fuel leaks in new bags cropping up to steal away much valuable sorting time.

Everyone it seemed, was still unhappy with the handling compromise. The nature of the circuit was such that there was nothing medium—it was all fast or slow and nobody could quite achieve a set-up that would work everywhere. Sometimes within the same corner a car would go viciously from oversteer to understeer and back again. Several drivers repeated the same plaint, "I just can't get the car balanced". But at 5.30, came the last hour of practice. There was no time left to fiddle with cambers and springs and bars





Clay Regazzoni made a successful debut in the BRM by collecting pole position and leading the first 30 laps.

The day's heat had faded down to a manageable level. It was the hour of truth.

The great thing about F1 drivers is how bad they make their cars look. You or I could drive around and everyone would think "how nice and smooth," but the really fast men bring out horriblenesses that curdle the blood. The last half hour in the warm afternoon light was enthralling. In the long, long fast bend at the end of the main straight Fittipaldi, Ickx and Regazzoni looked particularly fearsome, getting their projectiles cranked way over and wobbling "from lock to lock" all the way through, engines blaring loud and usually the left side wheels tossing up big clouds of dust at the exit. In the very tight multiple bends and hairpins of the "infield" portion of this artificial lap it was like watching a motocross. Cars were shooting around in fits, savage retardations separating terrific accelerations in the lowest gears, and for most drivers the loops were a good excuse for an outpouring of emotional-looking wheel-cracking and boot-sticking. Stewart, Holme, Cevert, and perhaps a couple of others were contrastingly smooth, tidy and precise; the rest were all slides and crab-tracks and pitches and kerb-slices. Peterson, on his very last timed lap, trying with obvious desperation to make up for his lack of time in his brand new car, came hurtling into the left-hand hairpin pressing every pedal at once; tail already out he bounced his inside front wheel off the sloping apex kerb, which appeared to slam the tail out even more; the Lotus wiped sideways across to the outside and ran both its back wheels up on the sloping kerb—it was at that kind of slip-angle. Ronnie's foot was already pushing a dent in the bulkhead and he never lifted; with the poor Cosworth screaming at maximum revs both fat rear tyres broke loose and plumed off layers of blue smoke three inches deep; the car shot wildly head-first back to the middle of the track leaving two jet-black streaks of mokken rubber across the road—and yet in an instant SuperSwede had everything gathered up without a single extra twich the other way and was gone out of sight, straight and true.

It was a stunning effort and it was pretty successful. Peterson thereby ranked himself up closely with Stewart and Ickx. But Fittipaldi was faster yet, and had been at almost every point all day. For six laps running Emerson knocked off times under 1 m 11 a masterful effort. But at the end of it all, when all the times were in, there was some one who had been quicker still. On one banzai last-minute lap Regazzoni had averaged out all his lurches and slides and came up with pole at 1 m 10.54 s, a startling

You, yes, went the mutters, but how long

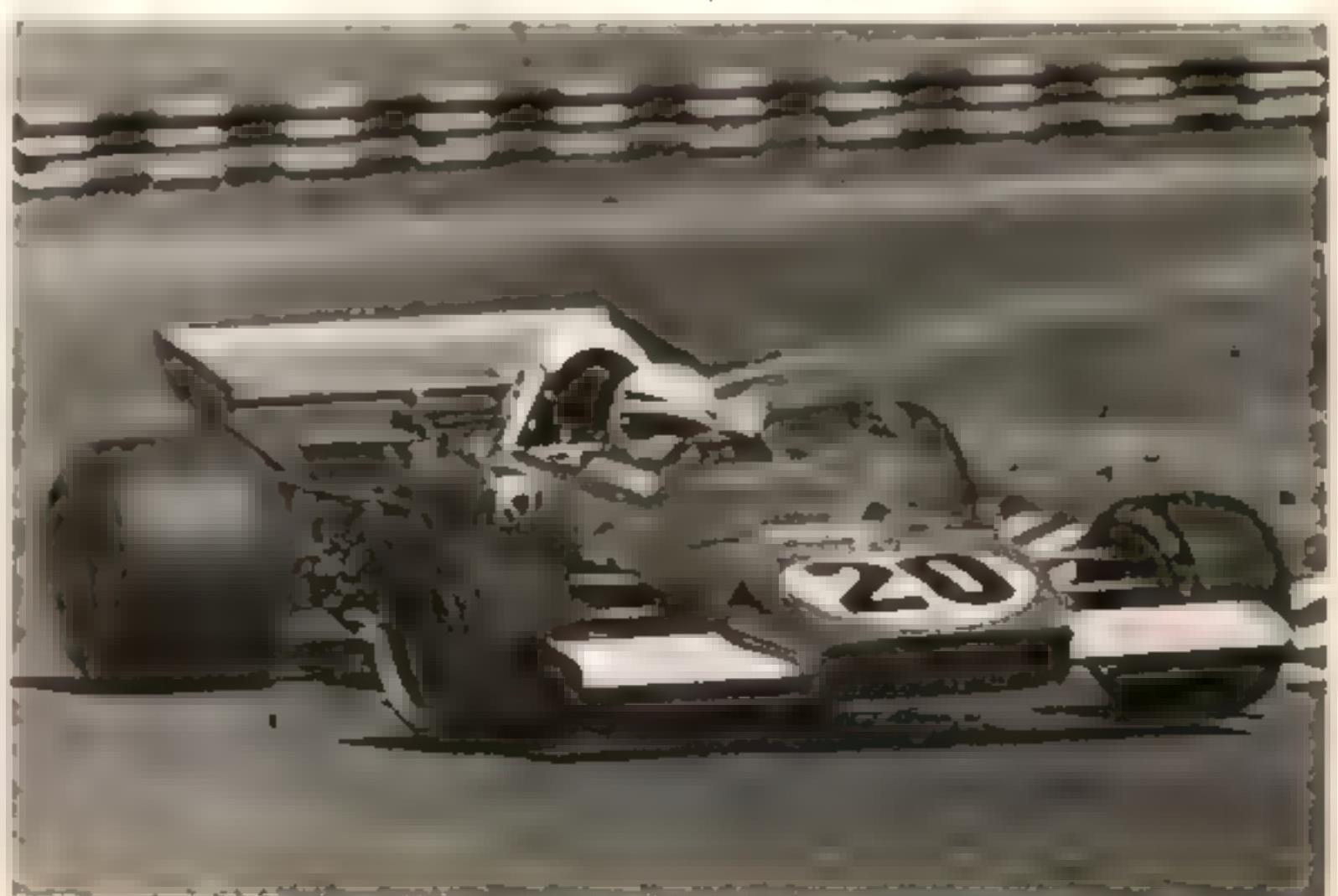
Merzario appeared in a back-up Ferrari to Ickx, and finished ninth.

can he keep it up in the race?

RACE

The bright, hot weather broke a little for race day, intermittent hazy clouds and a good breeze moderating the worst of the heat. From 10 to 11 am there was an hour's warm up, and then for 5½ hrs there was nothing to amuse the swelling crowd of Latin Americans but their own anticipation.

They spent the time working themselves up in great rhythmic chorus, and by the time the field rasped off on their warm-up lap



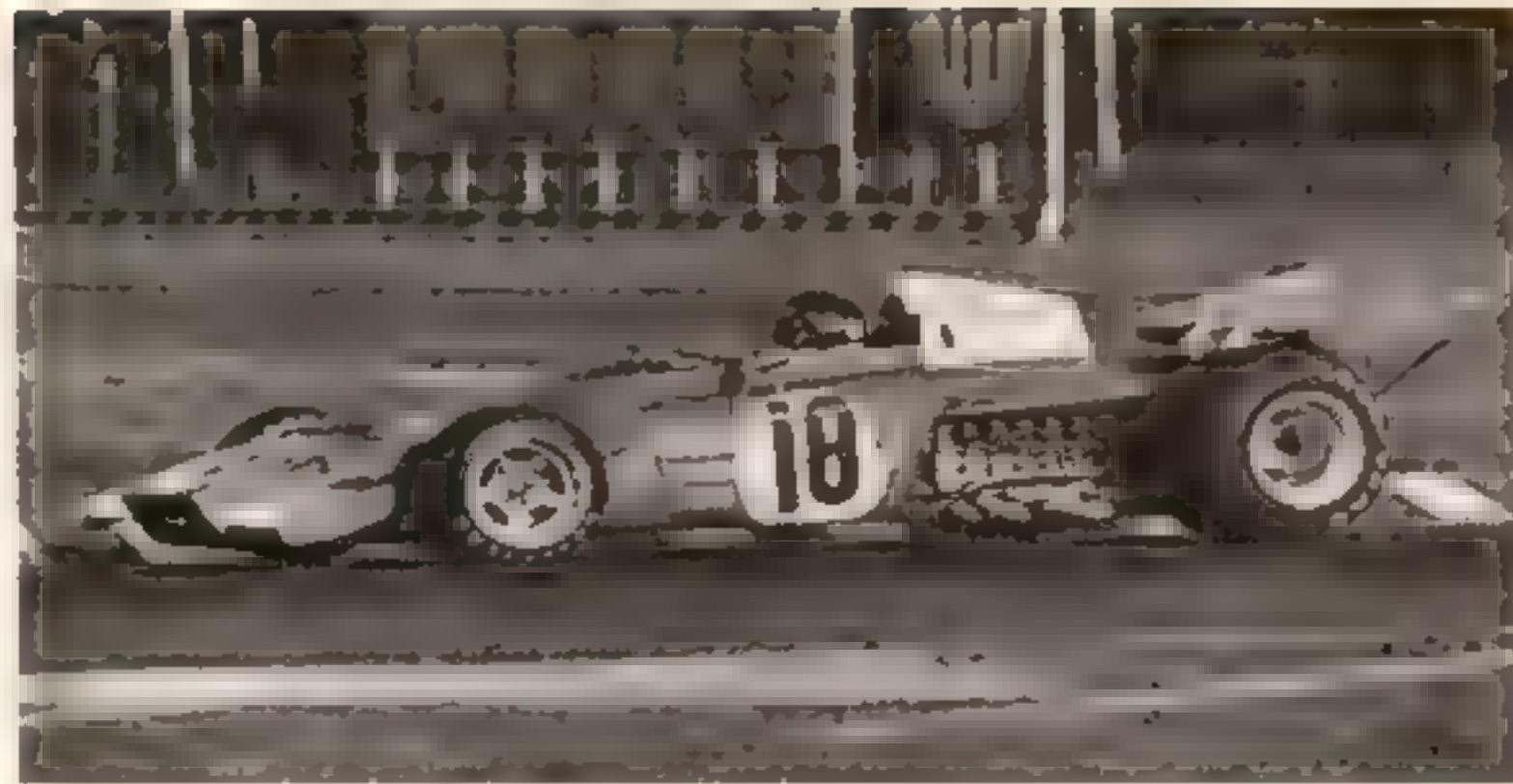
and settled into place on the dummy grid the crowd was on its feet. As the 1 min signal was given they began a long sustained roar which was much louder around the track than the 19 nervously revving F1 engines. It was not until the flag actually dropped and the engines all went on to full bore all in sync that the noise of the motor racing took over.

It was a very long drag race up to the long, fast first turn. The front row had wound up to a frightful speed by the time they got there, but as Regazzoni and Fittipaldi (still side-by-side) hurtled into the entry zone there was a blue Tyrrell absolutely side-by-side with them. It wasn't Stewart, who had apparently started on a bit of dust, but Cevert, up like a slingshot from the third row. At the last fraction of the last possible instant the three-abreast formation broke and the Tyrrell squirted through in front, the BRM just taking next slot from the JPS. All 19 particles in this general shotgun pattern dropped into a more disciplined string-of-beads and, hold your breath, poured somehow through the long bend. It had just begun to look safe when there was a wobbling inside the formation and puffs of dust. It wasn't an incident, though, just a car slowing—Galli's Iso coasting to a stop. Its engine dead of a broken rubber accessory belt.

Cevert's astonishing lead lasted only part way round the first lap to the second corner in fact, where Regazzoni asserted himself and took over to complete the lap. Cevert hung on ahead of Fittipaldi, though, who had team mate Peterson right on his tail protecting it—for surely Ronnie had that in mind?—from Beltoise's BRM and Ickx's Ferrari and Huene's and Revson's McLarens and Stewart's Tyrrell and Reutemann's Brabham . . . whewt! It went on just like that for laps, many laps, Regazzoni leading a furious string which refused to break up into segments so one's watch could be applied to finding gaps. There weren't any gaps, just grand prix cars come to snarling life doing the only thing they can do but, today, doing it superbly.

How many laps could Regazzoni keep it up in the race? Plenty, it appeared. He wasn't holding anybody up; in fact, if anything he was after quite a few laps gaining a slight edge. Not much of an edge, just a couple

François Cevert surprised many with his excellent performance. Here, he leads Tyrrell team-mate Stewart.



Jacky Ickx took the works Ferrari to fourth place.

of lengths. The order, Cevert, Fittipaldi, Peterson, stayed just the same, but behind them things were being shuffled by Stewart who was recovering from his bad start and in a businesslike manner was working his way back up to the front. By the time he broke away from the rest there was in fact a small gap, a matter of a couple of seconds, up to where the JPS was harrying his team mate. With precision and determination he set about crossing the gap, 10th by painful 10th. Maybe he could help, maybe that would let them recatch the flying Regazzoni.

Hailwood's unhappy weekend came to a slow, spinning end in a tight section when a half-shaft broke. Pace retired at about the same time, from choice, the bad springs having caused a couple of spins and Lord knows how many frights. Reutemann, who had held on well to the McLaren, suddenly slowed on the 15th lap, his stuttering engine followed by the groans of the crowd. In fact it was a gearbox pinion bearing gone, which had robbed him of gear selection. Ganley was in and out of the pits with throttle slides jammed with dirt, but he was able to continue for a while, learning about the new car. One thing he found was that it was as fast as

anything else down the straights. Jarier had three pit stops, the first two to try finding the gear lever ball which had lost its retaining circlip and the third to lash up one of the side radiators which was coming loose. Aside from these dramas nothing much happened from the pits point of view for a long time. All eyes were free to watch what was developing into a very compelling struggle.

After some 20 laps or so Regazzoni's Firestones, in common with all the other BRM tyres, went off. His little lead faded away with his tyres and on the 29th lap Cevert popped around back in the lead. Regazzoni kept trying, but could hold second only another three laps. At that point the threat was Stewart, who had finally worn down the little gap to the leaders, and helped perhaps by some well-placed back markers had sliced through the JPS a lot more quickly than seemed reasonable, and now looked like backing up his young team-mate on a run to the flag. Peterson was not going to challenge; his oil pressure was going erratic and he dropped back from the immediate picture. Fittipaldi, however, swallowed the rather casually administered pill and fought back. Now began a really stern struggle, Stewart/Tyrrell v



B.A. GRAND PRIX WINNER ON GOODYEAR.



1ST
John Player
Team Lotus
Emerson Fittipaldi
(Lotus-Ford)



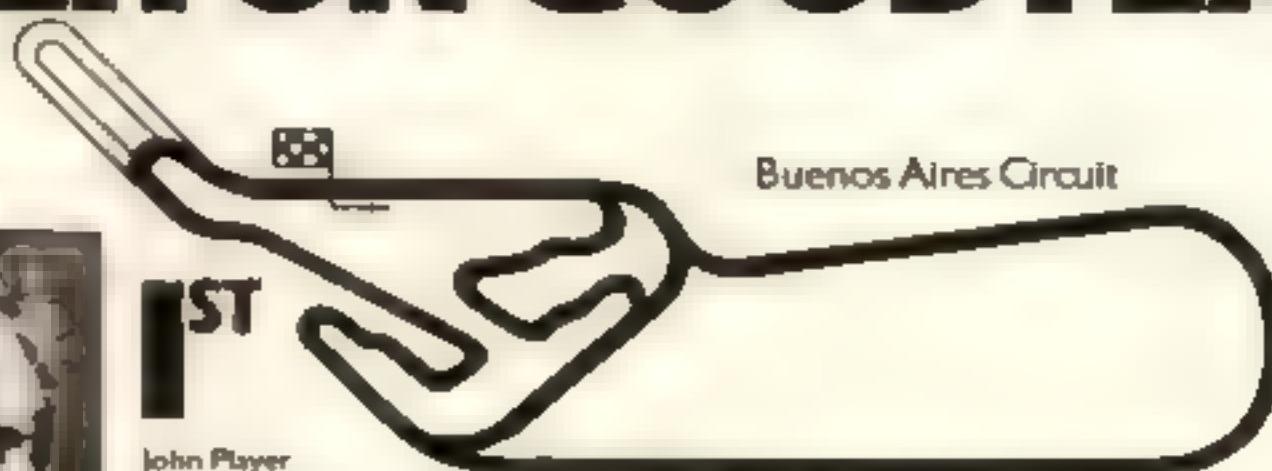
2ND
Team Tyrell
Francois Cevert
(Tyrell-Ford)



3RD
Team Tyrell
Jackie Stewart
(Tyrell-Ford)



4TH
Team Ferrari
Jackie Ickx



Buenos Aires Circuit

The first race of the year has gone emphatically to Goodyear. It was a remarkable performance considering the extremely difficult Buenos Aires circuit. There are few straight sections on this course, most of it is sharp, twisting bends and this is particularly punishing for tyres. The very humid conditions make it a still tougher test for driver, car and tyres, with difficult adhesion problems to overcome.

That Goodyear did so well is certainly a tribute to the tyres, but hardly a surprise. Most of the top racing drivers drive on Goodyear. So why not emulate the champions' concern for safety and performance and get Goodyear tyres yourself.

GOOD  YEAR
TYREPOWER

Fittipaldi/JPS. They were at last on equal footing as to tyres—and another difference being somebody else leading the race. The gap up to François's lead was very steady, hardly varying from 2 to 2½s even in traffic. Emerson was at a distinct disadvantage being two against one in the same sort of way as having only one chess piece left against your opponent's two. His fist was seen to wave occasionally, but there didn't seem much else he could do.

Regazzoni was for a long time back in company with Beltoise, the two identical cars on their identical tyres running identically slowly, nose to tail. Presently the Swiss lost even more ground and came into the pits, his left rear tyre down to 8 psi because of a slow puncture. Both rear tyres were changed as the rubber was in sorry condition indeed and he was sent back out in 12th place. Then on his 80th lap Beltoise was missing. The engine had blown. Beuttler too had picked up some dust in the first few laps at the start, and then just before the end one of his rear radius rods came adrift. Merzario had not been holding up the Ferrari side at all, just unable to keep touch with anything, and afterwards he revealed his transmission was giving him only third and fifth.

Hulme's car was not going very well and he was content after a while to let Revson go a little ahead for as the long hard drive went on, his neck began to hurt. Revson was putting in an excellent drive his midfield starting place being traded for a fifth place late in the race when, for a long time he was pushing Issy and closing by half a second a lap. He got up actually nose to tail with the Ferrari and stayed there a long time undoubtedly profiting thereby. Then they came across the pair of BRMs which at that point were still in close company. Both made short work of disposing of them, but Revson was trapped and lost at least 5 s. He recovered some of that after he went by but then his Goodyears, in their turn, began to go off. That coincided with the Ferrari getting lighter and hence faster and that part of the race was over. Just before the end the McLaren went all stuttery and rough. It crept around to the pits where fuel was jinked in and the car started but that wasn't the problem. It proved later to be the metering unit's throttle rod had fallen off.

Mike Hailwood herb hope the Brooke Bond Oxo Surtees in heat which kept the tyres on the boil in practice



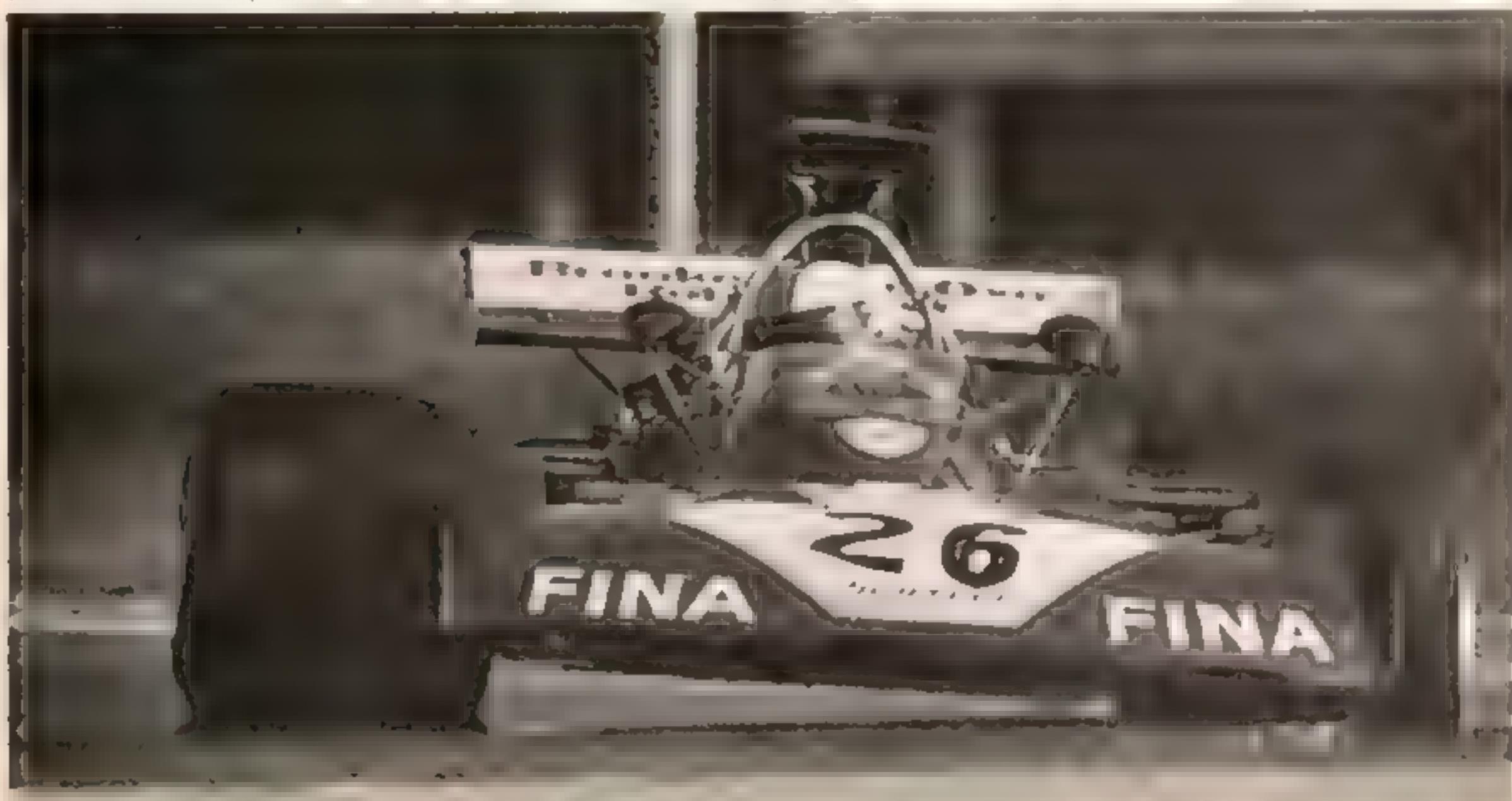
Jackie Stewart was delayed by a deflating tyre towards the end.

Finally into the last 25 laps and it was a pure mid-race. The excitement was concentrated into the struggle for the lead, which was exquisite tense. Even so held his little gap over the helpful Stewart who had no gap at all to protect him from a very determined World Champion. It was exciting knife-edge stuff. One could almost see them cautiously working up their psyches for the last couple of laps.

Then Stewart was in trouble. He slowed down suddenly and instantly Cevert was by—the roar from the crowd, the sudden flurry of waving arms and papers marked the moment. The Tyrrell did not fight back, it slowed down but did not stop but instead he swung his handle and it was as big as ever. It was a little bolt-looking. Now there was nothing to protect Cevert. Could he protect himself? The low black wedge closed inexorably on the blue bird. At 1.5 and 1.6s they were right together. Fittipaldi was looking hard for a way by. The South American

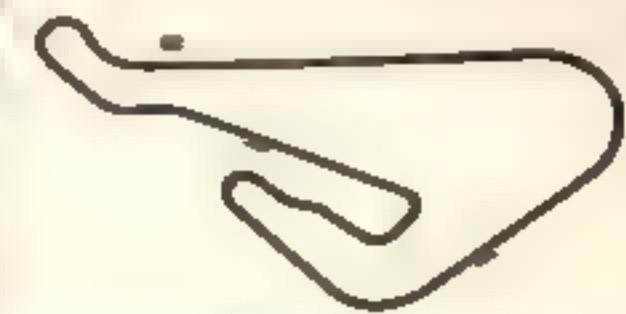
crowd, welded as in war into one people were shouting with him. Two cars were in and the two cars slid and skittered as the engines roared as the Tyrrell spun with 11 laps to go, braking and sliding down into the fast barrier and his front wheel was gone as he was driven under going in head as he emerged ahead. The crowd from the crowd announced it to the world.

The last few laps seemed a mixture of a nerve-wracking one, for Cevert was not going to be able to stay with Fittipaldi. The gap on the last lap was 3 s, a precious little margin but it held good. The winning flag was won when the Tyrrell crossed the line and the crowd cheered. It was a sight to see the sky. In the pits, all the teams packed up at frantic pace and piled bodily through the pits counter window and slammed down the door. The team that had been named after it in every city and village in South America.



1973 ARGENTINE GRAND PRIX

DATE AND CIRCUIT JANUARY 28, 1973 BUENOS AIRES 16.9 CIRCUIT			WEATHER DRY HOT BREEZY		
LENGTH	96 laps of 2.076 mi/c circuit	199.56 miles			
CATEGORY	FORMULA 1 WORLD CHAMPIONSHIP ROUND 1				
NO OF STARTERS	19	FINISHERS	10		
WINNER	E. FITTIPALDI	JPS FORD 72D	AV. SPEED 102.727 mph		
FASTESE LAP	E. FITTIPALDI	JPS FORD 72D no. 2	on lap 79 at 1 min 12.2 sec	104.842 mph	
EXISTING LAP RECORD	J. STEWART	TYRRELL-FORD	in 1 min 3.66 sec	101.593 mph	
PREVIOUS YEARS RESULT	J. STEWART	TYRRELL FORD	in	100.325 mph	



ENTRIES

NR	DRIVER	TEAM	ENTRANT	TYPE	CHASSIS	CHASSIS
2	E. FITTIPALDI	JPS FORD 72D	JOHN PLAYER TEAM LOTUS	GODFREY	72D 7	DFV 115
4	R. PETERSON	JPS-FORD 72D	JOHN PLAYER TEAM LOTUS	GODFREY	72D 8	DFV 118
6	J. STEWART	TYRRELL FORD	ELF TEAM TYRRELL	ELF	GOOD	005
8	F. COVERT	TYRRELL-FORD	ELF TEAM TYRRELL	ELF	GOOD	006
10	C. REUTEMANN	BRABHAM-FORD BT37	MOTOR RACING DEVELOPMENTS	VPP	BT 37 2	DFV 111
12	W. F. FITTIPALDI	BRABHAM-FORD BT37	MOTOR RACING DEVELOPMENTS	VPP	BT 37 1	DFV 107
14	D. HULME	MCLAREN-FORD M19C	YARDLEY TEAM MCLAREN	GULF	M19C 1	DFV 122
16	P. REVSON	MCLAREN-FORD M19A	YARDLEY TEAM MCLAREN	GULF	M19A 2	DFV 098
18	J. ICKX	FERRARI 312 B2	S.P.G. FERRARI S.E.F.A.C.	SHELL	312 B2-S	Type 312B
20	A. MERZARIO	FERRARI 312 B2	S.P.G. FERRARI S.E.F.A.C.	SHELL	312 B2-S	Type 312B
22	H. BEUTTLER	MARCH-FORD 721G	CLARKE MORDAUNT GUTHRIE DURLACHER	SHELL	721G 2	DFV 064
24	J. P. JARIER	MARCH FORD 72 G	S.Y.P. MARCH	SHELL	721G 4	DFV 119
26	M. HAILWOOD	SURTEES FORD TS14A	BROOKE BOND OMO - ROB WALKER TEAM SURTEES	FIRE	TS14A 02	DFV 078
28	C. PACE	SURTEES-FORD TS14A	BROOKE BOND OMO ROB WALKER TEAM SURTEES	FIRE	TS14A 03	DFV 075
30	J.-P. BELTOISE	BRM P160C	MARELBO BRM	FIRE	P160C-03	142.012 M43
32	C. REGAZZONI	BRM P160C	MARELBO BRM	FIRE	P160C-01	142.015 M41
34	N. LAUDA	BRM P160C	MARELBO BRM	FIRE	P160C 05	142.007 M42
36	N. GALLI	ISO MARLBORO FX3	FRANK WILLIAMS - ISO MARLBORO	FIRE	FX3 1	DFV 067
38	H. GANLEY	ISO MARLBORO FX3	FRANK WILLIAMS ISO MARLBORO	FIRE	FX3 2	DFV 924

RESULTS

POS	NR	DRIVER	TEAM	LAPS	TIME	SPD AV	CHASSIS	SHOCKS	DAMPS	TISSUE	PIGGY	INJECTION	WHEELS
1	2	E. FITTIPALDI	JPS FORD 72D	96	1h 56m 18.22s	104.842 mph	ELF	KONI	KONI	DATA	ISO 400	CHAMPION	LUCAS LUCAS
2	2	F. COVERT	TYRRELL FORD	96	1h 56m 22.91s		ELF	KONI	KONI	DATA	ISO 400	MOTORCRAFT	LUCAS LUCAS
3	6	J. STEWART	TYRRELL FORD	96	1h 56m 31.41s		ELF	KONI	KONI	DATA	ISO 400	MOTORCRAFT	LUCAS LUCAS
4	18	J. ICKX	FERRARI 312 B2	96	1h 57m 00.79s		LOCK	KONI	KONI	DATA	ISO 400	CHAMPION	MARELLI
5	14	D. HULME	MCLAREN FORD M19C	95			LOCK	KONI	KONI	DATA	ISO 400	CHAMPION	LUCAS LUCAS
6	12	W. F. FITTIPALDI	BRABHAM FORD BT37	95			SHELL	KONI	KONI	DATA	ISO 400	CHAMPION	LUCAS LUCAS
7	32	C. REGAZZONI	BRM P160C	93			LOCK	KONI	KONI	DATA	ISO 400	CHAMPION	MARELLI
8	16	P. REVSON	MCLAREN FORD M19A	92			LOCK	KONI	KONI	DATA	ISO 400	CHAMPION	LUCAS LUCAS
9	20	A. MERZARIO	FERRARI 312 B2	92			LOCK	KONI	KONI	DATA	ISO 400	CHAMPION	MARELLI
10	22	H. BEUTTLER	MARCH FORD 721G	90	NOT COUNTING AT END		ELF	KONI	KONI	DATA	ISO 400	MOTORCRAFT	LUCAS LUCAS
12	38	H. GANLEY	ISO MARLBORO FX3	79	LEAVING AT ENTR		ELF	KONI	KONI	DATA	ISO 400	MOTORCRAFT	LUCAS LUCAS

RETIREMENTS

NR	DRIVER	TEAM	CAUSE	TIME	CHASSIS
36	N. GALLI	ISO MARLBORO FX3	O ACCESSORY BELT		
26	M. HAILWOOD	SURTEES FORD TS14A	10 DRIVE SHAFT		
28	C. PACE	SURTEES FORD TS14A	10 SUSPENSION		
10	C. REUTEMANN	BRABHAM-FORD BT37	16 GEARBOX		
34	N. LAUDA	BRM P160C	66 OIL PRESSURE		
4	R. PETERSON	JPS-FORD 72D	67 OIL PRESSURE		
30	J.-P. BELTOISE	BRM P160C	79 ENGINE		
24	J.-P. JARIER	MARCH-FORD 721G	84 GEAR LINKAGE RADIATOR		
22	H. BEUTTLER	MARCH FORD 721G	90 RADIUS ROD		

CHAMPIONSHIP POINTS

E. FITTIPALDI	9
F. COVERT	6
J. STEWART	4
J. ICKX	3
D. HULME	2
W. FITTIPALDI	1

AUTOSPORT

NR.	DRIVER	TIME	NR.	DRIVER	TIME	HOT DRY		STARTING GRID	
2	E F T FALDI	1m 11.85s	32	L REGAZZONI	1m 0545				
6	J STEWART	1m 11.3s	2	E FITTIPALDI	1m 0845				
32	C REGAZZONI	1m 11.53s	18	J ICKX	1m 11.01s				
18	J ICKX	1m 11.75s	6	J STEWART	1m 11.03s				
30	J P BELTOISE	1m 11.77s	4	R PETERSON	1m 11.06s				
14	D HULME	1m 11.88s	8	F CEVERT	1m 11.46s				
8	F CEVERT	1m 12.06s	30	J-P BELTOISE	1m 11.48s				
6	P REVSON	1m 12.22s	14	D HULME	1m 11.70s				
34	N LAUDA	1m 12.55s	10	C REUTEMANN	1m 12.08s				
10	C REUTEMANN	1m 12.66s	26	M HAILWOOD	1m 12.13s				
28	C FACE	1m 12.80s	2	W FITTIPALDI	1m 12.31s				
26	M HAILWOOD	1m 13.59s	34	N LAUDA	1m 12.39s				
2	W FITTIPALDI	1m 13.78s	20	A MERZARIO	1m 12.54s				
4	R PETERSON	1m 14.08s	20	J ICKX	1m 12.9s				
20	A MERZARIO	1m 14.10s	36	N GALLI	1m 13.97s				
24	J-P JARIER	1m 15.05s	24	J-P JARIER	1m 14.27s				
22	M BEUTLER	1m 15.30s	22	M BEUTLER	1m 15.5s				
36	N GALLI	1m 17.81s	38	H GANLEY	1m 15.29s				
38	H GANLEY	1m 19.62s	6	P REVSON	NO HOT DRY LANE OR FEEDBACK NO HOT SPOT OR FEEDBACK				
			28	C FACE					

François Covert found form, and was deprived of his lead 11 laps from the end. (We hope to carry our usual lap chart next week.)



SPECIAL STAGE

Edited by Ian Sadler

High Moor CC Cytax Rally

News is already to hand of the High Moor CC Cytax Rally on March 24. The Cytax is being organised by the 1971 Castrol MN champ on navigator, Keith Wood, and this year the even qualifies for both the C MN and the Mexico series. Regulations will be out this week and applications should be sent to Mrs Margaret Wood at Fernlea Farm Greenfield, Oldham Tel Saddleworth 3200.

The City of Truro Rally

The Truro and District Motor Club will be holding a restricted rally on Saturday Sunday, February 24-25. The event will consist of a night route of over 100 hundred miles followed on the Sunday by a day plus six stages. The City of Truro Rally will cover OS sheets 185, 186 and 190 (latest editions). Open to members of the Association of South Western Motor Clubs, the start will be at St. Hicks and St. N City Road, Truro, MR. H231444. Breakfast will be available at The Fountain Hotel, Quintrell Downs with the finish and lunch at the Alpine Club Perranporth Entries (15) close on February 18. Regulations are available from Philip Adam, 8 Coldene Court, Higher Redruth, Truro. Tel. Truro 3222.

Boontrie Birl

The 750 Motor Club (Scotland) "Boontrie Birl" rally takes place on the 11th of this month. The event is restricted and is open to members of all Scottish RAC recognised clubs. Start and finish will be at the Michelin Car Park MR. 50 45227 at 13.30 hrs. Total mileage will be 120 with 15 miles of unsurfaced roads.

Rallye Infernal, January 13-14. Ravinet Reboul (Punch Buggy) came seventh overall in International section and first in class.



Andruet and "Biche" to drive Stratos

Andruet and "Biche" 24 year old Michèle Petit, of the Monte Carlo Rally have been signed to drive a Lancia Stratos in speed events this year. They may also appear in the more conventional Fulvia for certain events. Their first rally with Lancia Marlboro should be the Firestone this April.

Lightweight Mini for Tom Seal

Reported in Special Stage of December 21 was Tom Seal's plan to partner BBC interviewer Allan Towers in the Tour of Dean rally and have a film made of the event for the nationwide regional programme Midlands Today. Unfortunately this never took place as the BBC man ran into insurance difficulties, however Midlands Today have not given up, there should be a film later in the year. The stage events to be decided.

For the RAC Rally Championship Tom Seal and Mike Kerr will be contesting all the rounds making a two car team with Pat Ryan's Mini for the Snowman Rally this weekend. At the moment an ultra-lightweight car is being planned which should be ready in time for the Welsh Rally. Special front suspension with high ground clearance is being worked out in conjunction with BL Special Tuning.

Heavy snow on Drudale and Glen Rushen caused the cancellation of the Drudale MC's Peak Rally. In the Isle of Man Joint clerks Stephen Carter and Chris Kelly fought a losing battle to run the rally. No new date has yet been fixed.

Ford rally plans — Safari team selected

- Timo Mäkinen's car was immediately refurbished after the Monte and is now off to Finland with Mäkinen for the Arctic Rally. Henry Liddon is off to work on the road book for the Acropolis.
- It appears very unlikely that Ford will enter the TAP Rally now a World round, this March. It is not known whether Will Sparrow will be going as he selected this event as his Mexico prize.
- Peter Ashcroft is now busy with Gerry Birrell testing the GT 20. If all works out the GT 20 will be used for a full season of French national events this

year, probably to be driven by Guy Chasseur.

- Ford's team for the Safari will be Vic Preston Jnr, Bev Smith, Roger Clark/Jim Porter, Hannu Mikkola/John Davenport and Timo Mäkinen/Henry Liddon. Ford are also going to be responsible for preparing a car for Peter Shiuba. The route for the safari will be entirely in Kenya and Tanzania with the start and finish in Nairobi. The first loop south is to Dar-es-Salaam and back up Tanzania. The second loop will comprise of two sections to and from Nairobi to Eldoret.

Lancia for Andersson

Ove Andersson, who just failed to repeat his 1971 Monte success by only 26 seconds from Jean Claude Andruet will be driving a Lancia Fulvia on the Swedish Rally and a Toyota Celica on the TAP. Andersson will not be doing the Safari. If all goes well Toyota will launch a full scale European rally programme for the 1974 season.

Kallstrom to Datsun?

Datsun's Safari team should comprise of two 240Zs for Hermann/Kuller and Aaltonen/Easter. Both have signed contracts. Melka, who will not have a Datsun for UK events, is hesitating signing but if he does enter will be paired with Loftus Drews in an 1800 SSS saloon. There is a strong possibility of a fourth car for Harry Kallstrom.



Don Kettleborough and Dennis Osborne with the 1293 cc Mini Clubman.

Three car sponsorship deal

"In Gear," stockists of one of the largest selections of new and secondhand Mini parts, intend to keep the Mini flag flying this year. Over the past twelve months, Tony Blore has been keeping an interested eye on many of his customers' competition activities with the result that three cars will be supported and sponsored by In Gear this year. Initially this sponsorship is given to two rally Minis and one Mini based autocross special.

The first rally car belongs to Don Kettleborough and Dennis Osborne who began in 1967 with

a standard Mini-Cooper. For '72 a new Clubman was built complete with 1293 race unit producing over 115 bhp. This year they plan to enter all the C/MN series and several home internationals. The other car is Les Birrell's, who has been rallying for several years with steady success and class placings using TBR prepared engines. In the past he has run as part of the CSMA team. This year he will enter under TBR In Gear and will be concentrating on internationals in a group 1 Mini-Cooper S and other club events with a 1000 cc Mini-Cooper.

Snowman Rally preview



This Saturday at Barn sees the start of the RAC Rally Championship and the Shell The Scotsman Scottish Rally Championship with the Highland Car Club's Snowman Rally. This year as a daylight special stage event the Snowman has attracted a first class entry list with eight different makes of car in the first twenty starters to provide some alternative interest from what is even still a Ford domination of the event.

Starting and finishing from Inverness the first half of the route is an easterly clockwise loop. Fuel halts are at the Brodie Filling Station MR: 29/977571



Robin Eyre-Maunsell—Imp.

and Lhanbryde Filling Station 29 289813. The rally returns to the Burgh Car Park halfway point at 1345 with the second loop commencing at 1504. The second half is a westerly loop more or less following last year's route. The leading cars pass Drumdrochit at 1530 and again at 1606, this time heading back to the finish scheduled for 1824. A fuel halt at Fort Augustus is

Roger Clark—Uniflow Escort



timed for 1628.

The 300 mile route boasts a full third of these as stage miles with 100 miles of stages breaking down to 25 in all, mostly over both old and completely new



Will Sparrow—Firenza.

forest tracks but with a number over narrow and usually slippery estate roads with a small dollop of tarmac (3 miles). Scrutineering is from 7 to 11 pm on Friday night at Harpers Garage, Haugh Road, though for over-night travellers there will be additional scrutineering at the start. Rally headquarters are located at the Caledonian Hotel, Church Street, which will also be open from 7 to 11 pm on Friday evening. Rally



Tony Fowkes—RS 1600.

Control opens at 6.30 am, Saturday, signing-on at the Ice Rink, Burgh Park.

At the moment there is no snow and a dry route is planned. There are alternatives or by-passes to any stage which may become blocked with snow should

— 25 Special stages
— Top quality entry

the weather deteriorate between now and Saturday. Snow clearing machines will be standing by at strategic places along the route. Results are expected to be ready by 10 pm with presentations at 11 pm. A pre-rally get together is planned for 9 pm to 1 am on Friday at the Glen More Hotel, Ness Bank.

A full list of special stage map references was prepared for publication but unfortunately the Forestry Commission have prevented this.

Top entries

1. Drew Gallacher/Iain Muir (Escort).
2. Bill Taylor/Ian McIver (Escort).
3. Roy Fidler/Barry Hughes (Datsun 240Z).
4. Jimmy Rae/Mike Malcolm (Escort).
5. Roger Clark/Jim Porter (Escort).
6. Mike Hibbert/Howard Scott (Escort).
7. Will Sparrow/Nigel Raeburn (Firenza).
8. Tony Fowkes/Brian Harris (Escort).
9. Robin Eyre-Maunsell/Austin Frazer (Imp).
10. Nigel Holler/A. N. Other (Renault Alpine).
11. Paul Faulkner/Monty Peters (Escort).
12. Peter Clarke/Tony Mason (Escort).
13. Colin Meldkin/A. N. Other (Avenger).
14. Alasdair Robertson/Ross Finlay (Saab).
15. Pat Ryan/Michael Nicolson (Mini).
16. Russell Close/Donald Lewin (Escort).
17. Willie Crawford/P. Moulin (Escort).
18. Peter Hilliard/Kevin Gormley (Escort).
19. Mike Marshall/D. Hodges (Escort).
20. Ron Clift/Peter Valentine (Escort).

New Bryant maps

Peter Bryant is offering marked copies of the maps to be used on the Rallye Bristowe through his marked maps service. The address is still: Peter Bryant, MPA Ltd, Grange Road, Thornton Heath, Surrey. Tel: 01-689 1454. Peter is happy to announce in the meantime that Paul White used his products in winning the Red Dragon. Since this is Paul's first season as a national navigator and the first time on the maps used, this is good testimony.

More than 900 applications have already been made for regulations for the Esso/BTRDA Rally Championship. It was reported at the ARA's AGM last Sunday, and from the applications 280 new members had been recruited.

Welsh Rally regs. available

This year's Welsh is to be a qualifying round in the ECR for Drivers. Regs were published last week and are available from Mrs V. Williams, 5 Larch Grove, Llanvane, Cardiff CF4 5TH (Cardiff 755068). To overcome the scrutineering troubles of last year there will be an alternative session on the day before the event. Otherwise the format will be the same as that which in previous years has proved immensely popular, especially among clubmen. Classes are many, with four for G1 cars, six for combined G2, G3 and G4 cars, and four for G5. Entry fee until March 26, £40.

Red Dragon snippets ...

• Laurie Richards reckons his new 2140 cc Escort will be ready in time for the Bristowe

• KTU 466G the ex-Ian Harwood Escort TC and thought to be rallying's most fated car, went off heavily. The present owner Keith Billows says the car cost him £4,000 to run last year alone. . . .

• Peter Rushforth enjoyed an event on which the standard of navigation was less strenuous than on the Targa Rusticana, on which he was secretary, so much that he came tenth overall, with Ted Cowell. Peter was sacked by his business partner Kevin Vidaan from the navigating seat last year. The ironic result was that Kevin never finished at all.

• Don Day now has the Wilkinson Balancing of Lye Mini Cooper S for sale, in good running order

• . . . The Mass Media was represented by a Lancia Fulvia driven by Richard Hudson Evans. For one so dedicated to commercialism, the car was remarkably devoid of stickers.

TAP Rally—March date

It can now be confirmed that the TAP Rally will take place from the 12th to 18th March. The rally counts as a round of the World Rally Championship for makes. Multiple starting points are Vienna, Copenhagen, London, Amsterdam, Frankfurt, Milan, Brussels, Paris, Madrid, Porto and Lisbon. By the morning of the 14th all the routes will have linked up at Coimbra for the 2800 km common route with 32 special stages, the longest being the Senhora da Graca stage of 32 kms. Most of the stages, as with past TAPs are through forests. Applications for entries can be received at any TAP office throughout Europe. Closing date is February 22nd. Applications submitted by express air mail may be forwarded to: 7th International TAP Rallye, Av. Duque de Louta, 47-4, Dt. Lisboa.

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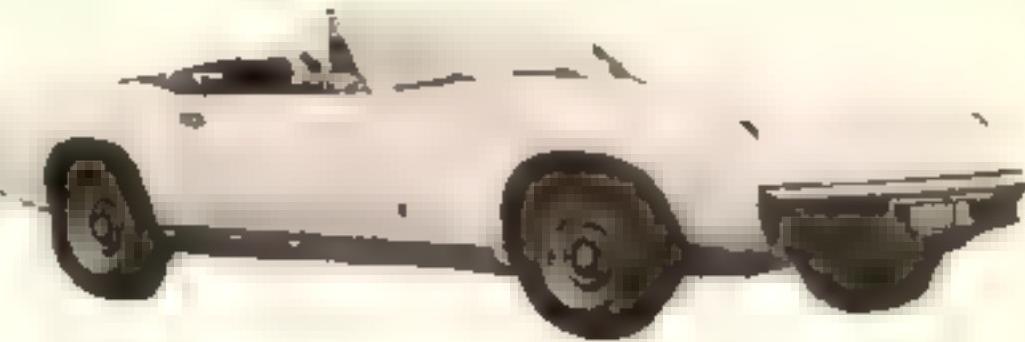
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Road test/John Bolster

If there is one lesson which the new Jensen Healey teaches us, it is that a good four cylinder engine is better than a bad six. While the external dimensions of the body are greater than those of the old "Big Healey", the performance is far superior, though the engine capacity has gone down from three litres to less than two. The roadholding and handling are also considerably improved largely by the substitution of a light alloy block for that vast hunk of cast iron—the weight of which also sunk the MG and the Austin 3 litre with its nose down.

A though he has made a body by a different firm, Donald obviously intends repeat the success of the old Healey 3000 on the American market, where there is a niche waiting to be filled. The car is therefore aimed in that direction which accounts for the lack of novelty in the chassis design—the long bonnet beloved by the Americans and the long rear end beloved with big cylinders and fast engines. Each has the basic requirements for clear exhaust emission. There is also an inevitable demand in Europe for a low-priced open sports car in the £2000 bracket, high insurance premiums notwithstanding, and it is in such a context that I shall consider the Jensen-Healey in this report.

There is a lot to be said for using existing quantity-produced components wherever possible, to keep the price down and to ensure easy replacement. It has therefore been decided to employ the complete wishbone type front suspension rack and pinion driving rear axle on four links and disc brakes of the Vauxhall Viva. The coil springs, dampers, and friction materials are adapted to the weight distribution of an open two-seater, the combined steel body and chassis with detachable wing panels, is completely new.

The 16-valve engine, with belt-driven twin overhead camshafts, is a light-alloy slant four by Lotus. It has two horizontal twin choke Dellorto carburettors and once again Lotus have succeeded in making the distributor totally inaccessible! In spite of a low compression ratio for emission requirements, the 1973 engine develops an impressive 140 bhp which is transmitted through the gearbox of the Sunbeam Rapier H120, an orthodox four speed component with a direct top gear.

Quite large for a two-seater, the Jensen-Healey has a boot of moderate size and a handy luggage space behind the seats, useful for dogs rather than children. The appearance is clean but perhaps rather undistinguished, though this may be an advantage when the police are around. Entry is easy, the seats are comfortable, and the driving position is very good. The hood is reasonably easy to erect and lower, though it gives rise to a lot of wind noise at speed, the material does not look particularly durable but only time will tell.

An instant starter, hot or cold, the engine is unexpectedly flexible. It never becomes lumpy after idling in traffic blocks and accelerates well from 25 mph in top gear, certainly four speeds are amply sufficient. For the law-abiding Briton who cruises at 70 mph, the car has an effortless performance with an excellent third gear always ready for rapid overtaking. The exhaust is well silenced, as a burst of revs on full throttle need not



Lively acceleration in the up gears is a feature and the traction is excellent

Jensen-Healey: moderate cost for performance offered

Now we're getting serious

Jensen-Healey is a good car but this affects only the engine. The engine actually runs easily up to its maximum at 7000 rpm but a combination of engine and air intake sounds like a motor racing engine. However, the engine is not strong enough after a short burst of revs to maintain a high enough level, such levels being reached in top, though the continuous engine and wind noise, with road noise on certain surfaces, tends to set a cruising speed well below the maximum. The car is claimed to be capable of 120 mph and this is a very accurate estimate though a little caution is required in guaranteeing such a maximum.

Very sensitive though the gears is a feature and the engine is excellent, even in the cold. Top gear is better than a bad six cylinder engine. A good back axle is equally important in a bad independent suspension system. The car handles well and very predictably, with moderate roll and

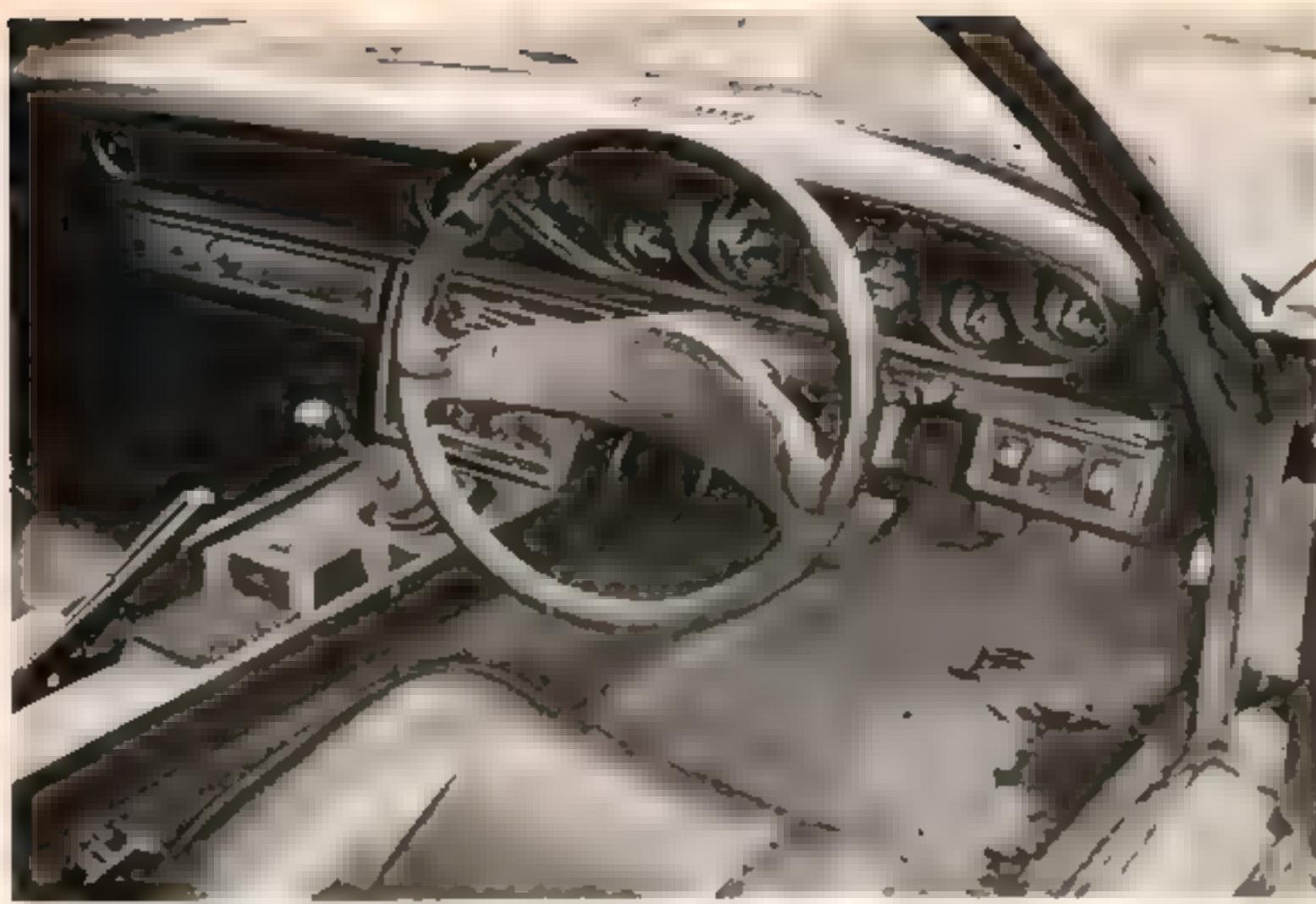
reasonably high cornering power. It generally understeers fairly strongly, though the tail can be broken away very controllably on second gear corners. On rare occasions, bumps may cause the axle to betray itself on a corner, but a flick of the steering wheel is all that is required.

The car rides well on average British surfaces and it is only on fast but bumpy roads with frequent changes of camber, such as some of those in Northern France that up-and-down movement and pitching takes place. One could certainly drive all day at over 100 mph on such roads, as the French habitually do, but both the lively ride and the noise level might make an easy 90 mph preferable. On British roads, the ride may be classed as well above the average, though a little more damping might give the driver more of a sports car feeling at the wheel. On the worst roads, some incipient scuttle shake is evident as in most open cars.

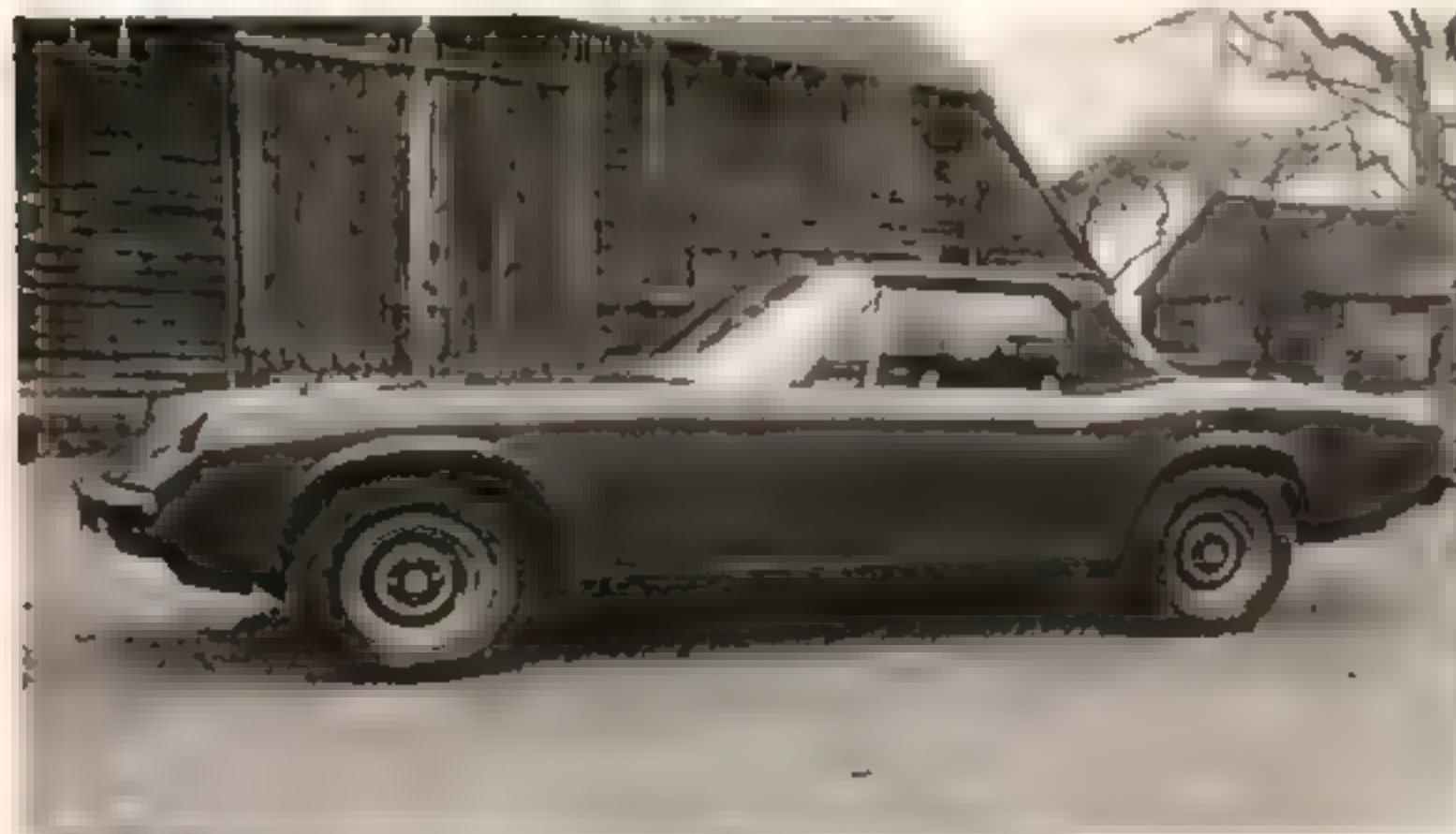
When the hood is folded, driving can be very pleasant, even at this time of year, the

On British roads the ride may be classed as well above the average





Entry is easy, the seats are comfortable, and the driving position is very good.



The Jensen-Healey is a genuine 120 mph car. The twin overhead camshaft 2-litre engine produces 140 bhp

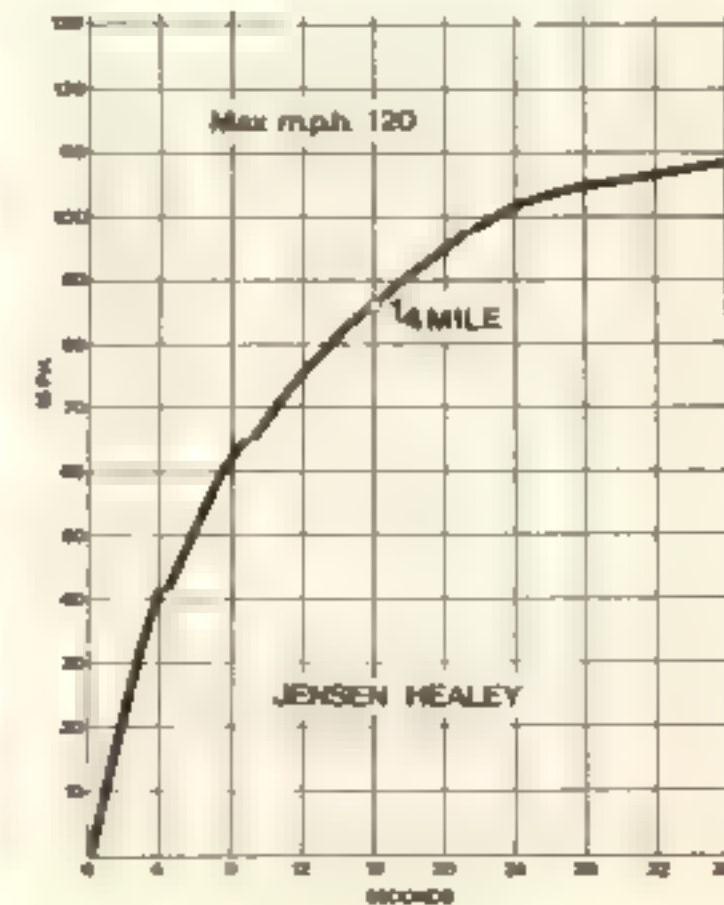


lower sound level being appreciated and the powerful heater keeping the feet warm. When the car is closed, the ample ventilation from the eyeball vents can be used; one of these is on the left of the instrument panel and the other is in the centre, which supplies fresh air to the driver without freezing his hand on the wheel. Driven moderately on the winding roads of England, the Jensen Henley is quieter than most sports cars, the back axle only being audible when the engine is not being pressed, similarly, there is a gentle hum from the gearbox when the indirect ratios are in use, but these slight sounds are drowned when the engine is belting out its 140 bhp.

The brakes cope easily with the speed and weight of the car, being both powerful and resistant to fade. The gearchange handles pleasantly and the steering is never heavy even when parking. The wide bonnet makes the two headlamps look small but they give a splendid long-distance beam. The fuel consumption begins to rise if speeds near the maximum are maintained but the average driver will get 23 mpg or so, which is quite acceptable for what is a pretty substantial car, especially as premium fuel is not required.

The Jensen-Healey is a genuine 120 mph car with outstanding acceleration. It is very flexible and well behaved in traffic, being unobtrusive in appearance and exhaust note, which helps to preserve a clean licence. There are so few open sports cars nowadays that the production is sure to be swallowed up, especially as the price is quite moderate, having regard to the performance offered. Some of us may feel that the design might have been a bit more adventurous, but Donald Healey has been making a profit out of sports cars for an awful long time, so we can be sure that his latest car represents a pretty sound business proposition.

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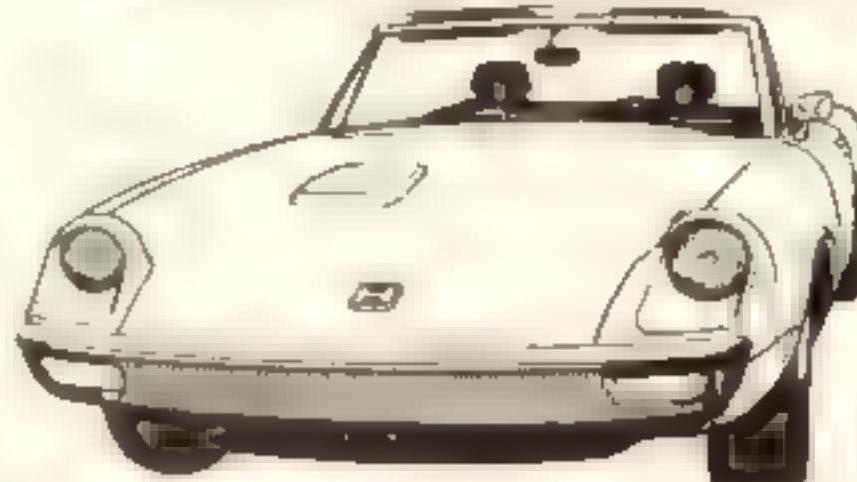
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Sponsorship — dot the I's and cross the T's

GUY EDWARDS gives the lowdown on obtaining and retaining sponsorship

It would be difficult to find a word more misquoted, misunderstood and misinterpreted than sponsorship. That very precise publication, the Oxford dictionary, loosely defines a sponsor as someone who acts "as surety for, supports strongly, favours or advocates a particular person, group of persons or enterprise." The definition becomes more specific in commercial terms as, "a business, firm or person who pays for a broadcast programme which introduces advertising of a commercial product." The definition, in fact, covers the whole spectrum of situations where the term could be applied, without actually inhibiting the usage of the word "sponsorship" in any way. The term, because of its inbuilt flexibility, means different things to different people and in its purest commercial sense (which is what this article is all about) should be an entirely symbiotic relationship between sponsor and sponsored



Guy Edwards—ace sponsorship getter

If a company offers a sum of money to a group which organises a walk through the countryside in aid of charity without thought to publicity gains, they are deemed as sponsors. Because the term can be used in this connection the situation can easily arise that as soon as the word sponsorship is mentioned, the concerns that you would approach regarding sponsorship for motor racing immediately feel that they are being asked for money that will show no real return. This suspicion is further enhanced when the word motor racing is mentioned, for even the uninitiated know that the sport is not cheap.

Whether you have just bought a Mini and need £1000 to run it or are contemplating Grand Prix racing and need £100,000, the basic rules of sponsorship still apply. It will be necessary first of all to define sponsorship in relation to motor racing, and wherever possible drop the term altogether. Remember that you will be preparing a proposal that should be a business proposition; that is you will be offering various services and facilities in return for a sum of money. You are not looking for someone to act as Father Christmas in order to keep the wheels turning, but entering into a partnership with a company whose main concern will be to see a strong return on their investment.

Your own or your team's career, although obviously influencing the amount of publicity generated, will be of secondary importance to the main objective of ensuring that your commercial sponsor achieves his objective. This should in no way detract from your career, but you will need to have fewer

evenings in the pub. If you find this irksome then you have no right to go for commercial money—far better to search for wealthy enthusiasts whose objectives and demands may mate more precisely with yours.

Although basic rules do apply when searching for sponsors, every person involved in motor racing will know that the permutations of commercial and non-commercial money involved in getting the cars on the track stretch from here to infinity. I think it would be fair to say that it is generally a combination of commercial concern, racing car manufacturer, engine builders, trade support and private sponsor. Nick Brittan wrote a very chatty and informative article on how to get a sponsor in the *Ford Competition Year Book*, based on a horses for courses theme and incorporating the basic mechanics of the whole operation. There is not a lot to add to that excellent discourse; this article, although more general than specific, will look at the initial proposal, the presentation and the servicing.

Motor racing on any scale, from club to international, is very costly. To be a competitive cricketer you would need to purchase a bat, pads, gloves and outfit. To reach the same state in motor racing is an altogether different proposition and without an outside injection of finance (from whatever source) it is impossible to race at all, let alone on a profitable basis.

Money is the basic problem at every level and having ascertained that fact the next task is how to get it. Assuming that no fairy godmother is available it will become necessary to sell the concept of motor racing as a business proposition that can compete with and square to above the line advertising expenditure. This, in effect, means that you will have to provide your potential sponsor with a proposal that will provide him with good value for his money—on his terms and not your own. This will involve you in approaching your sport in perhaps an entirely different light. Although the actual motor racing itself is as much a sport as skiing or swimming, the cost factor in reaching a stage of competitiveness presents a unique problem, and hence the need to gear yourself into viewing the proposal in commercial rather than sporting terms.

That is not to say that it would be impossible to gain sponsorship via non-commercial means. Of course you can. But

because it has no sound commercial logic but is rather more personal the operation is inherently weaker. A non-commercial advert for sponsorship appeared in last Wednesday's *Times* (at least I assume it was not aimed at the business community) and read something like, "Young driver desperately needs sponsor to contest British championships—please help." Unless he was incredibly lucky the chances of achieving his objectives from that advert would be small. The advert broke every rule in the book. It offered nothing and asked for a lot. And in the intensely competitive field of commercial and private sponsorship that doesn't even rate as a proposition.

True, motor racing is a sport, and a great one. But escalating costs over the last 10 years have forced most private entrants into retirement or into situations where they take commercial money. It thus becomes a true sport to a very few, and a livelihood to an increasing number.

Having reached the conclusion that it will take money to race your Mini or Formula 1 and having psyched yourself into a totally professional approach to the problem, you must then draw up your proposal. You are now professional. Therefore, no need to dwell on the fact that grubby pieces of badly typed paper will get you nowhere fast. First things first. You now concentrate on the presentation. An analytical approach to the problem is best. Presented professionally, motor racing as an advertising and publicity medium has a lot going for it. This was best summed up by Mike Tomkins, the publicity manager at Barclays International, who stated, "The publicity that the public pay for is the most valuable because they place their own value on it."

In the past 20 years there has been a dramatic growth of the leisure industries, this being a direct result of improved living standards and purchasing power, as well as the greatly increased leisure time of large sections of the community. Whatever racing may be to those of us involved in it, in perspective it must be regarded as one of the leisure industries and the reasons for its growth are broadly similar. It is not so much that more people have become speed conscious but that they have more time and money to indulge their interest. This is a major reason why motor racing commands a great deal of attention from large sections of the community. This is reflected in attendance figures, media sales and television coverage, and of course the increasing involvement of commercial concerns.

Each proposal should be specifically directed to an individual target and although the basic framework remains constant the tailoring will be different. Often one sees so-called sponsorship firms offering packages for a fee, which involves you typing in

Guy Edwards' Barclays-sponsored 2.0 Lola took his sponsors' name around Europe.



details of your programme. This is not a particularly good method as the end result is too impersonal, probably off target and looks what it is—a pre-packaged second rate proposition. It is necessary to take great care and attention in selecting your prospects ie, concerns whom you consider would stand to gain by an association with motor sport. Once selected they must be researched in depth in order that you may tailor your proposal in such a way to show that it could boost their marketing operation, corporate image or publicity campaign.

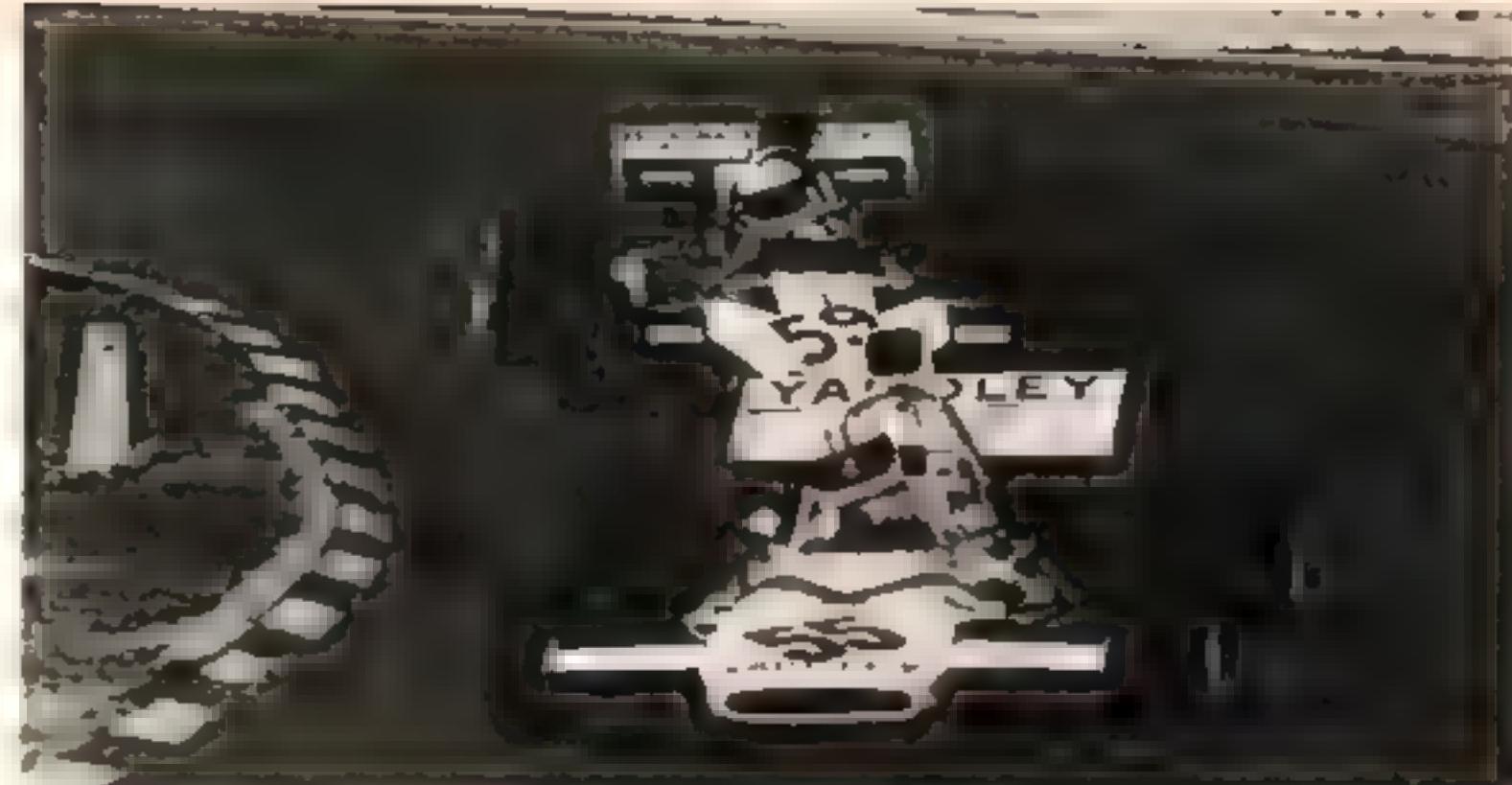
Having compiled your short list, bearing in mind who you are, what style of racing you are contemplating, the areas in which you will be competing, likely attendances, media coverage and a host of other variables, you must now prepare the proposal. In preparing the proposal you will have to bear in mind that it will have to be very, very convincing, you are not the only one going for commercial money and in addition to your competitors in motor racing hell-bent on the same objectives, you must be aware that a proposal from outside has to be that much better than from inside.

Most large companies employ advertising and PR agencies at a not inconsiderable cost to advise them on how to spend their advertising budgets. The advertising agencies are very professional and your proposal will have to be at least as well prepared, graphically and probably more appealing from a commercial viewpoint than their suggestions—or else why didn't the agency suggest it? You are not in direct competition with the agencies, but it is more that they set a standard below which you cannot afford to fall. There's not much point in dwelling on horsepower figures and racing technicalities—that can come later. The man you approach will view your proposal along with others from the ping-pong association, angling union and round the world cyclists with some degree of bewilderment. He is an advertising man, probably knowing as much about motor racing as he does about the moon rocket. The proposal, being directed at him, must therefore be understood by him. It must be precise and to the point and cover all possibilities of the proposed involvement. The exact nature of the proposal will depend on what information your research yields. There is no point in offering a Can Am programme to a UK retail sales operation. Fundamentally the proposal should mate his objectives with yours.

The proposal should contain your racing calendar with dates and venues, with artist's impressions of how the team would look in his colours, your ideas on how he can link in his marketing and publicity operation with the package that you are offering. An analysis of the impact you will achieve in relation to media coverage, promotions, live audience figures with a breakdown of their socio-economic groupings. In other words, the proposal must be comprehensive, and strong enough to lift it out of the realms of pure sponsorship so that it becomes a worthwhile and economically viable element in the overall publicity and marketing strategy of the company.

You have now reached the stage where the research has been completed and the proposal prepared, covering all aspects of an involvement in motor racing. The next step is the presentation. This is perhaps the most critical part of the proposition for you now have all the facts at your disposal. You know the proposition is good for you've spent weeks on research and a great deal of time in tailoring your proposal to specific concerns that you have selected. But who to approach in the company concerned? When, where and how? Different companies have different marketing and publicity set ups. Do you approach the advertising manager, marketing manager, public relations manager, sales promotion manager or even the managing director? Obviously the proposal will have to receive approval from the chair before acceptance. Therefore the quickest way would be to go direct to the top. In most cases this is very difficult, at the least, and usually impossible.

The proposal should then be aimed at the



Yardley's McLaren and Brooke Bond Oxo's Surtees

examples of the non-trade companies

publicity and marketing managers who if convinced will take it further. If you have a really strong and worth while proposal you should get a hearing and once this has been accomplished you must, as the Americans say, "stay with it." You must be available at any time to answer queries and provide additional information. The main task of the presentation, providing it is good, is simply as one managing director put it, "What you have got to convince me is that this money spent with you and your organisation is better spent than on conventional advertising." That is the problem in a nutshell, but in fact there is not necessarily a clash of interests here.

If your prospective company was contemplating spending all the budget above the line, i.e., on media advertising, then you would have to argue that a proportion spent on your project would be better than directing it all above the line. Most companies, however, are not so rigid in their commitments and allocate funds for below the line or promotional expenditure, thus allowing some flexibility in their programme. In any event it is necessary to stay with it until you have a decision as there is always the problem that by the time the proposal reaches the chair it will have become considerably diluted thus losing its impact and as in one case I remember can end up as a memo "Motor racing, yes or no?"

There was a classic case where a proposal was progressing through the right channels and had received acceptance at every level when out of the blue came a telegram saying it was impossible, no reason given. The instigator of the proposal caught a night flight half way across Europe and was at the company's gates at 6 AM next day. They were surprised to see him, but a meeting followed, a misunderstanding corrected, and the sponsorship commenced. That was a case where the proposal had become so diluted that the point of the operation was missed, but by believing in his proposal and "sticking with it" the instigator got acceptance.

If the proposal is good enough, the company right, the time right and the internal political situation reasonably stable then there is a good chance that you will be able to compete against other avenues of expenditure down which the budget may be directed. Remember, a motor racing promotion to the right company at the right time provides unlimited potential for publicity and marketing operations—it is a very big, colourful and fully international sport.

Assuming your proposal has been accepted and your original germ of an idea is now a high speed reality, there comes the crucial point of both fulfilling your promises and ensuring that your sponsor achieves all the aims as outlined by you in your proposal. Having gone through the lengthy business of selling the sponsorship you will probably

be aware that your sponsor is new to the game and although appreciating the potential, is still not well versed in the mechanics of the operation.

At this stage you are both in a very vulnerable position, he because he has accepted the sound marketing sense of your proposal but knows very little about the implementation, and you because he has placed his confidence in your operation, and if you don't react smartly and efficiently you will lose him. Although your sponsor probably has an efficient PR and marketing operation he will probably not be geared to extracting maximum potential from the specialised field that is motor racing. You must ensure that you place all your knowledge and facilities at his disposal in order that his on- and off-circuit promotions proceed smoothly, his PR organisation is directed along the right channels and that the sponsorship objectives be achieved with the minimum upheaval to his organisation.

Remember that to you it is the centre of your activities, but to him it is only a part of his total programme, and there is therefore no point in taking the defensive attitude like, "I can't help it if you haven't taken maximum advantage of the opportunities." Always be positive, ensure that if he hasn't the staff within his organisation, the operation is sub-contracted to various specialists in the field. It is up to you to know who these people are, whether it be Motor Racing Consultants for race entries and organiser liaison or Anthony Marsh to arrange a paddock promotion at Brands Hatch. You will also have to present your sponsor with a support budget whether it is £300 spent on Team Stuff gear or £50 000 on a total back up programme—before and not after the involvement commences!

The most efficient teams in motor racing have either access to or employ their own PR and marketing agents, but if your operation is not geared to this scale you must ensure that you can direct your sponsor to such sources. At all times work for him even if it's just chatting up a reporter to do a feature in the local paper. Every little bit counts, and once you've taken his money you are under a very strong obligation to ensure that he gets everything that you said he would, and a little bit more if possible. You have an obligation not only to him but to the sport in general, for without injection of finance motor racing in its present form just could not exist. Remember there are individuals in other spheres of sporting activity who would fall over backwards to service their sponsors.

In a nutshell, a sponsorship should be a business agreement. The individual or team seeking sponsorship should research thoroughly, present professionally and carry through as diligently as if they were on the company payroll and expecting promotion to the board based on the results.

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Marshall takes two



Brands winners - Ian Mawby (left) and Richard Morgan (right).

The slogan "we never close" should be given to Brands Hatch for no sooner had they completed the 1972 season than the '73 opener was under way last Sunday. Under bright skies, and in front of what must have been the largest crowd for a club meeting for many months, the Rochester & Tunbridge Wells Motor Clubs organised the second of their "1972/3 Brands Duo" meetings. Gerry Marshall notched up a couple of saloon wins and a class record in the Group 1 Firenza while other victories were scored by John Homewood (Sunbeam Imp), Ian Mawby (FA Lotus 69) and Richard Morgan's Lotus 81. Brian Appleby won both kart events.

The Brands Hatch 1973 season opened with a kart race in which some 40 karts buzzed round for eight laps. These little 250 cc devices are alarmingly quick and look most impressive and highly dangerous as they dart through Paddock at what looks like break-neck speeds. Brian Appleby's Saxon Suzuki engined Zip won after nipping past Derek Brunt's Montessa-engined Zip on the penultimate lap, both sharing fastest lap at 54.0 s (81.76 mph) after starting from the middle of the grid.

The racing proper started soon afterwards and the opening Group 1 event was one of the best of the day. Television starlet Gerry Marshall found himself squeezed into third place by Druids in the Thames Firenza by pole man John Brindley in the ex Brodie 3.0 Capri and the similar car of Jim Edwards. However, Brindley put a couple of wheels on to the rough stuff at Bottom Bend and stopped behind the pits. He restarted with the two leaders on their second lap but was black bagged for a loose bonnet and so lost another lap. Meanwhile Marshall was as usual trying every way to get past the bronze Capri, and was rewarded on the penultimate lap when Edwards spun gracefully on to the grass at Kidney (who said "nice one Cyril"). And so the big man started '73 as he finished '72 on the back of the circuit's victory Capri. As well as being a late entry Stan Clark's Alfa Romeo started late, in fact 10 s behind the rest. But once in full flight, he got the GTV really wound up and on the last lap he managed to split the third place Mexico dice between John Waterman and Derek Wileman. The former took third place a second ahead of Clark who was the same distance ahead of Wileman. That real charger John Webb was this week at the wheel of the Lanfranchi Moskvich. He won the small class with ease although it wasn't very difficult as he was the only starter!

The most famous stunt man at Brands Hatch, Val Musetti made a storming start in the libre event and from pole his Carlos Eng. prepared Royale RP11 took the initiative from Ian Mawby's BDA-engined Lotus 69 and he kept the Atlantic at bay until lap 8 (half distance) when Mawby finally squeezed by the F3 Royale at Paddock and although his BDA sounded a little rough for the remainder of the race he managed to stay ahead of Musetti, the stuntman's mighty last lap challenge leaving him just 0.4 s short of the Lotus. However the star of the

race was Paul Butler, his ageing Brabham BT28 3.5 with F3 Vegantune mill started at the back of the grid but by the end of two laps held seventh place out of 15 starters. He moved up a further three places on the next lap, but it wasn't until the eighth tour that he got on terms with the fastest taxi driver at Brands, Ron Grant in his SuperVee Lola T252. A lap later he was third and could have well have been second if the race had been over 15 laps. However it was only 12 and the F3 Brabham finished 0.8 s behind Musetti. After his Boxing Day Incident with Syd Fox, Frank Hopper was back on to four wheels, this time with a brand new Royale RP16. He lay fifth behind Butler until lap 6 when he was demoted a couple of places by Nicholas Preussen's P & M F3 March 723 and Rob Wicken's Maidstone Service Station Merlin Mk 17, the three of them finishing in that order, although Hopper only just pipped Mike Chittenden's Titan.

The second kart race was again contested between Brian Appleby and Derek Brunt and this time Appleby found life a little easier and averaged 79.93 mph in beating Brunt by a couple of seconds.

After a quick Slim line Bitter Lemon Gerry Marshall was squeezed into the Thames TV Firenza for the over 1000 cc saloon race. Ian Bax in the Vickers Mini with Abbottised 8 porter made the grid with 10 s to go while after some hefty adjustments to the motor, Alan Jones' Mini was wheeled off the grid. From pole Marshall led but, by the end of the first lap, front row compatriot Terry Harmer took his Cooper S in to the lead and the Vauxhall was demoted to third place on lap 2 by Nick Whiting's All Car Equipe Escort FVA. The Escort took the lead on the third lap and a lap later Harmer found himself in third place at the expense of Marshall. Meanwhile Tony Whitley's Drake & Fletcher Viva GT was a couple of seconds behind the terrible trio although it was a fearsome foursome for the first couple of laps. Bax was going great guns in fifth place equalising the 1300 lap record on his way while David Conway's Elf and Brian Williams' Escort t/c were enjoying a good dice for the next places which ended in the Ruer's favour by 0.2 s. Meanwhile Marsh had had enough of playing silly whiskeys and he took the lead at Paddock on the penultimate lap pulling away to finish 2.4 s

ahead of Whiting at the finish. Didn't he do well!

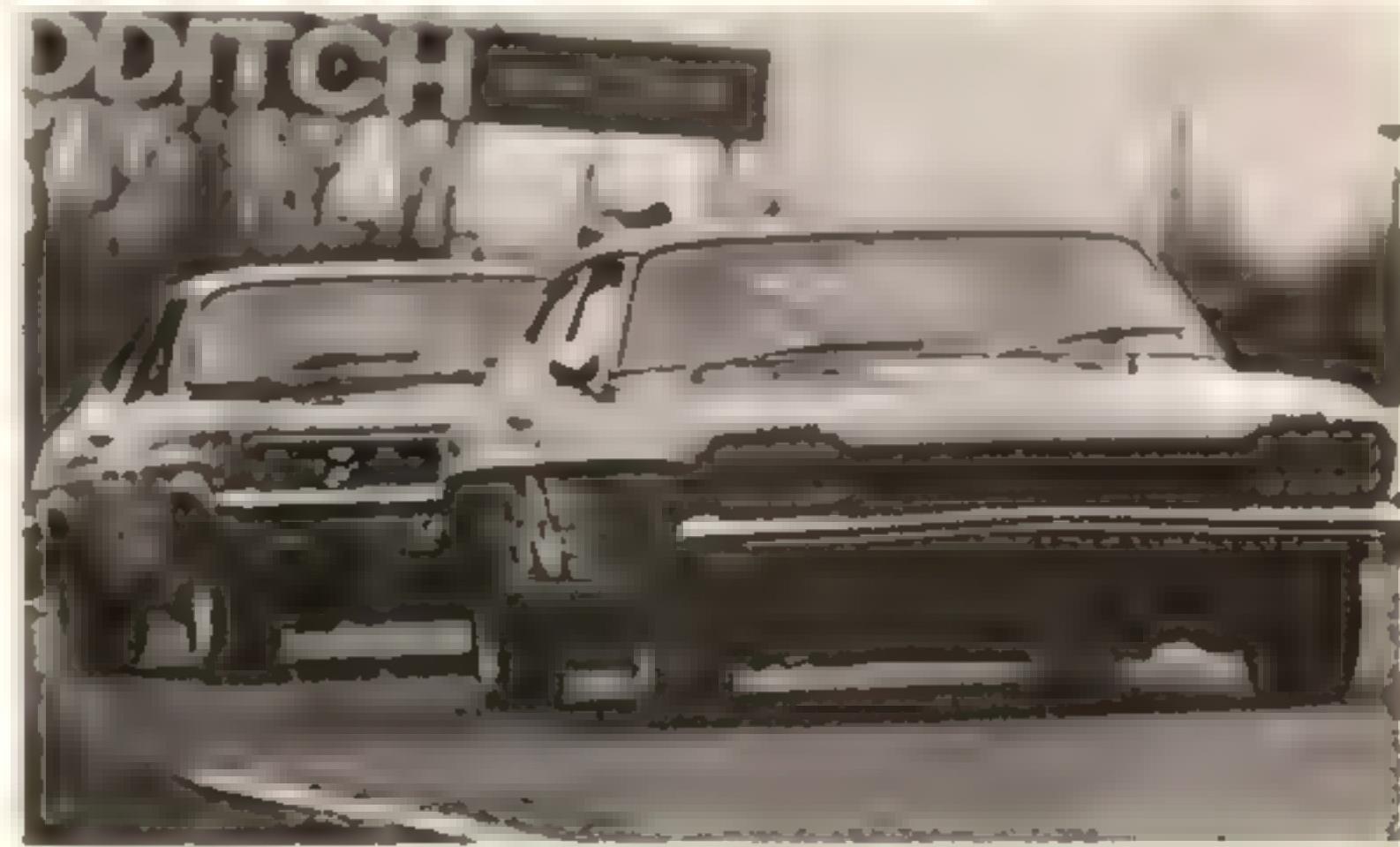
Richard Morgan could just be going the same way as brother Dave and if his equipment was a bit tidier he could be one of the men to beat in Formula Ford this year. Mike Taylor's Palliser led at the start of this 12-lapper with Morgan's tatty Lotus 81 second thanks to Rob Wicken missing something at the start and falling to fifth place behind Richard Parsons and Ric Morris' Hawke at the end of the first lap. However after a lot of pressing Morgan took the lead at Paddock on lap 8 and in his attempts to keep up with the Lotus Taylor went off in a big way at Paddock on the next lap knocking off a couple of wheels in the process. Wicken sliced past Morris and Parsons on laps five and seven respectively although Morgan was 3.2 s out of his reach. Chittenden made a big last lap attempt to take Morris but although they were given identical times the Hawke had its nose-cone in front.

A power cut greeted the start of the final race for up to 1000 cc saloons and so were fortunate (or unfortunate) enough not to have a commentary for the race, although there was very little Mr. March could have said about this race as it was pretty boring. John Homewood's Sunbeam Imp was a second & lap quicker than anything else on the circuit while in second place Peter Kelk's Mini was over a second a lap quicker than the rest of the field. By half distance 850 leader Will Lawrence, in the Collier Searle Mini, detached himself from the third place group, and after 10 laps the 850 Mini was 2.2 secs ahead of fellow 850'er Graham Sayer (Sigma Mini) and John Walsh's 998 Vickers Mini. Patrick Cobb's Miglia Mini would have been in the leading quartet if he hadn't have got out of shape at Paddock on lap 7 and spun at Kidney on the ninth lap.

PAUL KING

Royal Tunbridge Wells Trophy Race for Group 1 Pinters	1000 cc open cars up to 1600 cc 1900 cc 1950 cc
1st	W. Lawrence (Collier Searle Mini)
2nd	P. Kelk (Peter Kelk Mini)
3rd	T. Chittenden (Terry Chittenden Mini)
4th	R. Morgan (Richard Morgan Hawke)
5th	N. Whiting (Nick Whiting All Car Equipe Escort FVA)
6th	D. Conway (David Conway Elf)
7th	B. Williams (Brian Williams Escort t/c)
8th	J. Homewood (John Homewood Sunbeam Imp)
9th	M. Taylor (Mike Taylor Palliser)
10th	G. Sayer (Graham Sayer Sigma Mini)
11th	J. Walsh (John Walsh Vickers Mini)
12th	P. Cobb (Patrick Cobb Miglia Mini)

During their G1 dice, Gerry Marshall's Firenza chases Jim Edwards' Capri



Alpine domination of turbulent Monte

By JOHN DAVENPORT Photos by HUGH BISHOP

It is very difficult to say what exactly the story of the 42nd Monte Carlo Rally should be; whether to centre on Renault Alpine's complete domination of the event after letting the 1972 rally slip through their fingers, or whether to concentrate on the fact that this was one of the most disastrously organised Monte Carlo Rallies since they used to be decided on a driving test in the 1930s. For Renault Alpine, despite all the political upheaval and demonstrations that threatened to wreck the rally completely, this was their finest hour for not only had they captured the first three positions overall but the winners were 100% French which is the first time such a thing has happened since Messieurs Martin and Bateau pulled that famous handicap trick with a Panhard PL 17 back in 1962. Jean-Claude Andruet and Bichot Petit are no strangers to winning for last year they took the Tour de France and the Tour de Corse in their stride and now they have added the Monte Carlo to their list of laurels.

Their victory did not come without a fight for in the early stages Hannu Mikkola/Jim Porter led with their Ford Escort RS only to be supplanted by Sandro Munari/Mario Mannucci with a Lancia Fulvia 1600 and finally by Ove Andersson/Jean Todt in another Renault Alpine 1800. By virtue of excellent times on the long tests at Burzet and St Jean en Royans, Andruet and his diminutive lady co-driver took the lead before the rally was brought to a halt near Digne by the protesting private owners who had been held up and finally excluded at Burzet. Before the mountain circuit they led by 1 m 44 s from Andersson and by the second time over the Turini he had already reduced that to almost a minute. Then Andruet had a puncture and slipped back behind both Andersson and Jean-Pierre Nicolas/Michel Vial who were lying third in yet another Renault Alpine 1800. It was then Andersson's misfortune to lose time when he touched a wall on the next

test at St Sauveur and so with a good time on the last Turini and a fantastic 15 m 11 s on the last test of La Madone, Andruet scraped home 26 seconds ahead of his Swedish team mate.

Fords had a very good rally with their two 2 litre aluminium engined RS with Mikkola finishing fourth overall and winning the Group 2 category despite finishing with a blown head gasket. Timo Mäkinen/Henry Liddon had an unfortunate last night with two punctures and a loose wheel costing them some thirteen minutes of delay and consequently finished in eleventh place. At the issue of the *parcours commun*, they had been sixth just eighteen seconds ahead of Jean Francois Piet/Jean-Louis Marnat in an Renault Alpine and the duel between these old rivals had resulted in some magnificent times on the tests. Fords also won the team prize as the two works cars had joined with the Kleber-Wheelbase entry of Chris Sclater/John Davenport in

Ascending the St Auban Hairpin is the Wilhelm Lyding/Otto Klemenz Opel Ascona.



Mikkola's ex-RAC Rally 1800 RS which eventually finished sixteenth.

The Italians had a pretty bad rally for the Fiat team with all its high hopes in its new cars and new drivers lost Björn Waldegård/Hans Thorselius, Alcide Paganelli/Nini Russo and Sergio Barbasio/Gino Macaluso very early on and it was only a very determined Raffaele Pinto, Arna do Bernacchini who took seventh place for them ahead of Harry Kallstrom/Claes Billstam's Lancia Fulvia by just one second. Lancia had lost most of its hopes when Simo Lampinen/Piero Sodano stopped on Burzet and Sandro Munari left the road at St Barthélémy and Amilcare Ballestri/Silvio Maga broke a drive shaft just before the end of the *parcours commun*.

Without doubt, the most surprising cars on the rally were the two automatic Opel Asconas entered by Opel Sweden for Lillbror Näsman/Björn Cederberg and Anders Kullang/Claes Andersson. They eventually finished twelfth and thirteenth overall which must have pleased Opel Germany who had been responsible for the project to try and push the sporting image of automatic transmission in a conventional Ascona Group 2. Sylvia Österberg/Inga-Lill Edenering captured the Coupe des Dames after a fine drive which netted them twenty-eighth place overall. Pat Moss/Liz Crelan were initial leaders for this award in a Renault Alpine but they retired on the last night while Marie Claude Beaumont/Christine Giganot only did 300 km of the concentration run before their Opel Ascona was out with a seized water pump.

The concentration run

The Monte Carlo Rally got off to a bad start. The French police who are under the direction of the Ministry of the Interior have gradually been getting more concerned about the public nuisance of rallies and other motor sporting events in France, and they issued at the end of last year a directive, in conjunction with the FFSA who rule French motor sport, that the police could report competitors during rallies for infractions against the highway code without stopping them and the organisers would have to penalise them. This was too late to be incorporated in the Monte Carlo regulations but was issued not long before the start as a modified regulation giving all the graded penalties for infractions. What wasn't really attempted was to convey to the competitors the perverse and active way in which the local police squads were going to pursue the matter. By the time the competitors had woken up to the fact that the police were out to trap them by any means no matter how foul, four crews were disqualified—three of them British—and no less than 180 were reported for various speeding offences.

In order that they could still have a rally, the organisers unofficially decided to disregard all those who had gone up to sixty per cent over the limit which meant that in effect they only penalised some forty odd and every single works car was let off Scott-free. The effect of such wholesale police oppression was to make everyone jittery about the rest of the rally and to already inflame the private owners against the works drivers. To give some idea of the extent that police went to, in one place in the Massif Central between Le Puy and Alès which was all on snow covered mountain road set at sixty kph average at four o'clock in the morning, one village of no more than a dozen houses and no posted speed limit had two radar controls. Overnight the image of the sympathetic French copper who waves you across a main road was changed to a much more diabolical one.

The most unfortunate thing that happened next was also to do with the police, though in a less direct way. It had been decided to hold a test at the end of the concentration run in order to give a classification on the best arrival in Monte Carlo. This was an excellent idea as it gave the press something positive to fill the day and half gap before the rally set out again on the *parcours commun*. However, it was just outside Digne in the province of the Hautes Alpes de Provence, which is notoriously hostile to rallies and on previous Monte Carlos had

run speed traps and tried to have drivers disqualified for crossing solid yellow lines in the road. The test was called the Col de Corobin and was in fact ideal for the purpose. But so many of the Digne police had been hived off to run radar traps on the roads into and out of Digne that control of the test itself was left to a handful of foot police. The result was that the test was only closed to normal traffic just before the rally arrived and was full of spectators' cars. After most of the rally cars had passed through, the German Brink in a 3.0 litre BMW Coupe went off the road—or rather not off the road—and pinned a spectator against a car and broke his leg. The police then decided to halt the test and clear out some of the cars but while they were doing this, the rain which had been falling turned to snow and the Oslo starters who were held up two and half hours had to do the test in ten centimetres of fresh snow without being given the possibility of changing tyres! Consequently the best classified Oslo starter was Horst Rausch in a BMW 2002 TI who was seventy-fifth while Walter Rohrl was one hundred and first in the Opel Commodore, Onne Vilks at 114th with his BMW 1602 and Hans Walter/Patrick Lier 125th with a Porsche 911 S.

Even the Renault Alpines were a bit bitter about this test though with much less reason for, as they started from Monaco, they had arrived first at the test and tackled it in the early morning when many more corners were covered in frost. The Fords who came from Glasgow and Frankfurt and the Fiats and Lancias from Rome did the test when it was just before mid-day and had rainy conditions which took away most of the ice. The Alpines too had taken quite heavily studded tyres with most of the drivers choosing about 350 studs while Piot in his semi private Alpine took 550. The Fords used Dunlop DIs with almost racing mix rubber and just 150 very small studs while Munari and Lampinen took the Pirelli equivalent which is the CN 36 with 150 studs. Both Kallstrom and Ballestrieri were persuaded to take a few more studs and used the Pirelli MS with 250 studs as the Lancia team manager wanted to hedge his bets in case the rain had fallen as snow on the summit.

Even on this first test there were more conventional troubles for Kullang went off the road in his Opel and lost almost five minutes while Patrick Tambay and Jean Ragnotti in works entered Renault R12 Gordini had problems with exhaust broken and gear selection respectively. Barbasi had a throttle cable break on his Fiat 124 Abarth but got to the end of the test on the hand throttle, while the most unlucky man in rallying, Alcide Paganelli, got through the stage with no big problems but then lost 11 minutes on the road section to Point Charles Albert when his gearbox blocked and he couldn't get any gears.

Ford naturally were delighted with their times on this first stage and the only problem that they had encountered by the end of the concentration run was that Jim Porter had broken his side window when he shut the door on leaving the car in *parc fermé*. Chris Sclater had tackled the first stage on Weathermaster type tyres with a couple of hundred studs and was just a minute slower than Mäkinen over the test including a spin which would have made him 23rd but a gratuitous penalty for an alleged offence at a stop sign dropped him to 115th overall.

The Renault Alpine camp were less delighted and their drivers all began to wonder if their engines were as good as they had first thought them. Certainly one thing which was a definite handicap to the Alpines this year was the fact that they were using a longer axle ratio as it was the shorter one which had the habit of breaking. The drivers all complained that they were doing whole tests in first, second and third gears because fourth was good for well over 100 mph, but a study of the times doesn't show that it was too big a handicap.

After an extra half-day in Monte Carlo than is normally given for recuperation, the crews set out on Tuesday morning to tackle the 31-hour *parcours commun* which this



The Jean-Claude Lagnier Martini Renier Alfa Romeo 2000 GTV on Peille.

year would run up to Vals-les-Bains and pass through Grenoble and Uriage and immediately turn south without going over the classic Chartreuse test which was replaced by a new one pinched from the old Coupe des Alpes between St Barthélémy and St Michel les Portes. A lot of the extra mileage came from a new test in the Ardeche after the classics of Burzet and Le Moulinon which was called St Bonnet le Froid, and two tests at the back of the Col de Braus outside Monta just before the finish.

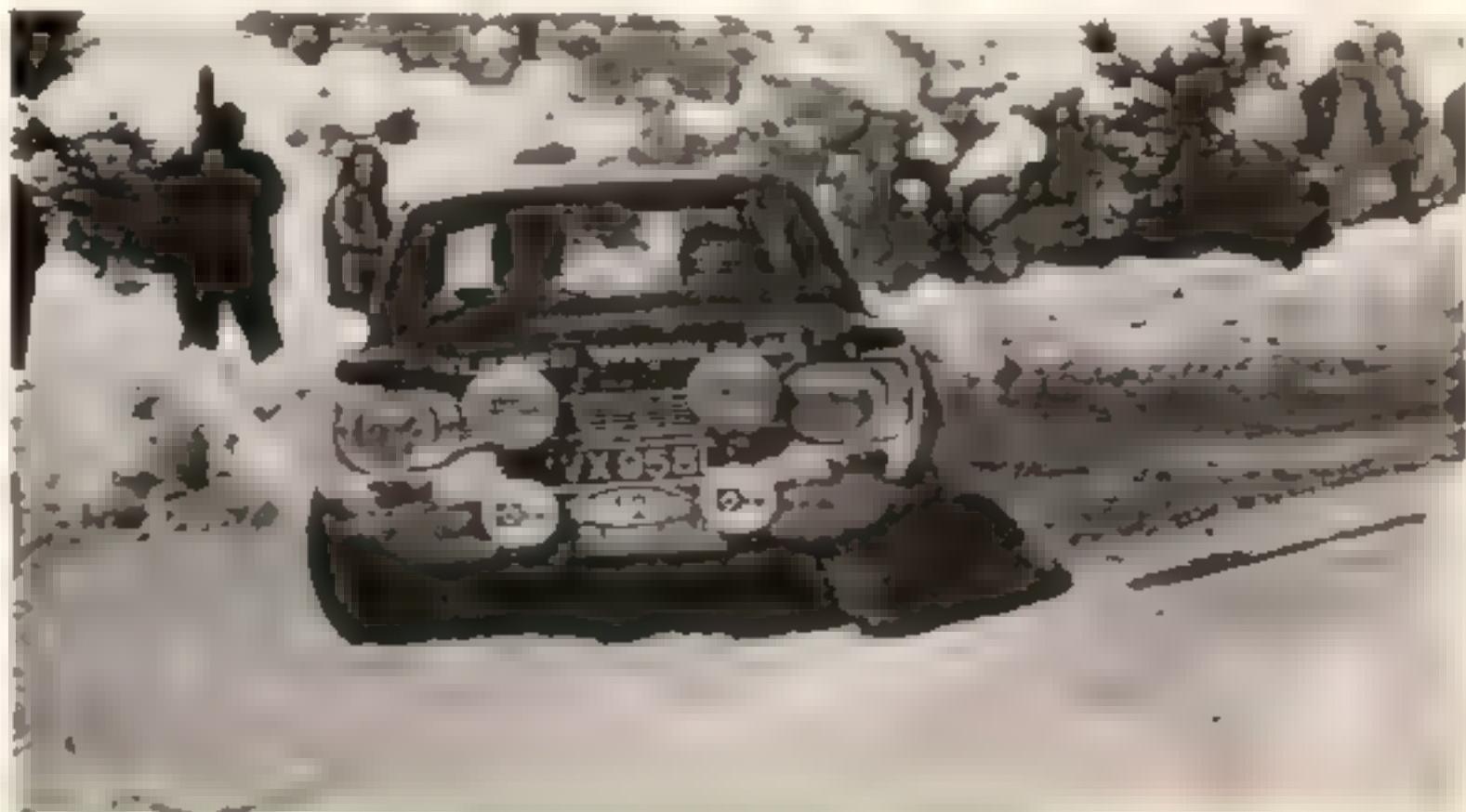
Between the concentration and the start of the *parcours commun*, there had been two days of very heavy snow in the Alps and though the fall was now abated, many of the roads to be used by the rally were still blocked when the rally left Monte Carlo. The first test was Pont des Molians to St Auban which last year was a test for racing tyres so it was quite unusual to see the works cars bolting on fully studded tyres in the sunshine of Sigale until you actually went four kilometres down the road and found the stage to be almost 100% snow and ice. There was no doubt that most of the drivers felt after they had done the test that they could have managed better with a few less studs, and it is also quite obvious that those with later numbers found less and less snow as the sun got on to the road. Harry Kallstrom hit a private car on his way up to the tyre service and was a bit pushed to change all four but the Pirelli boys did it in time and he was the second fastest Lancia behind Lampinen and ahead of Munari. Despite their high gearing, the Alpines were easily fastest here and

Therier was most pleased with his time—equal fastest with Andruet—as he had not recce'd this test since doing it the previous year. Poor Paganelli ended his rally after only a kilometre of the test when the gearbox selection failed again, and he parked the Fiat into a wall.

The next test, only three radar traps away was the Col de Party which this year was run in the opposite sense with the very fast part downhill. The sun was at its highest by the time the first cars arrived and the snow was like some sort of soup on the road. Most of the works drivers chose full studs again as being the only method of getting down through the soup to the road surface. Mikkola, already third fastest at Pont des Molians, led the rally with 32 m 24 s penalty from Munari and Andruet who were equal second with 33 m 15 s and Ove Andersson who was on 33 m 34 s. Now he did fastest time to give him 48 m 39 s of total penalty while incredibly Andruet and Munari did exactly the same time over the Party to stay equal second with 49 m 17 s. However the Italian did have a rear wheel puncture and drove the last four kilometres with the tyre and car flapping wildly. Ove Andersson was second fastest on the test and thus pulled up a little bit to have a total penalty of 49 m 23 s.

The rally now crossed the valley of the Rhône and entered the Ardeche where last year the rally was won and lost in a snow-storm. It was to be equally dramatic this year but for less pleasant reasons. The Burzet test was to be tackled first with the rally as usual passing twice in the narrow

Kleber-Wheelbase award winner Chris Sclater, John Davenport came 16th despite penalties.

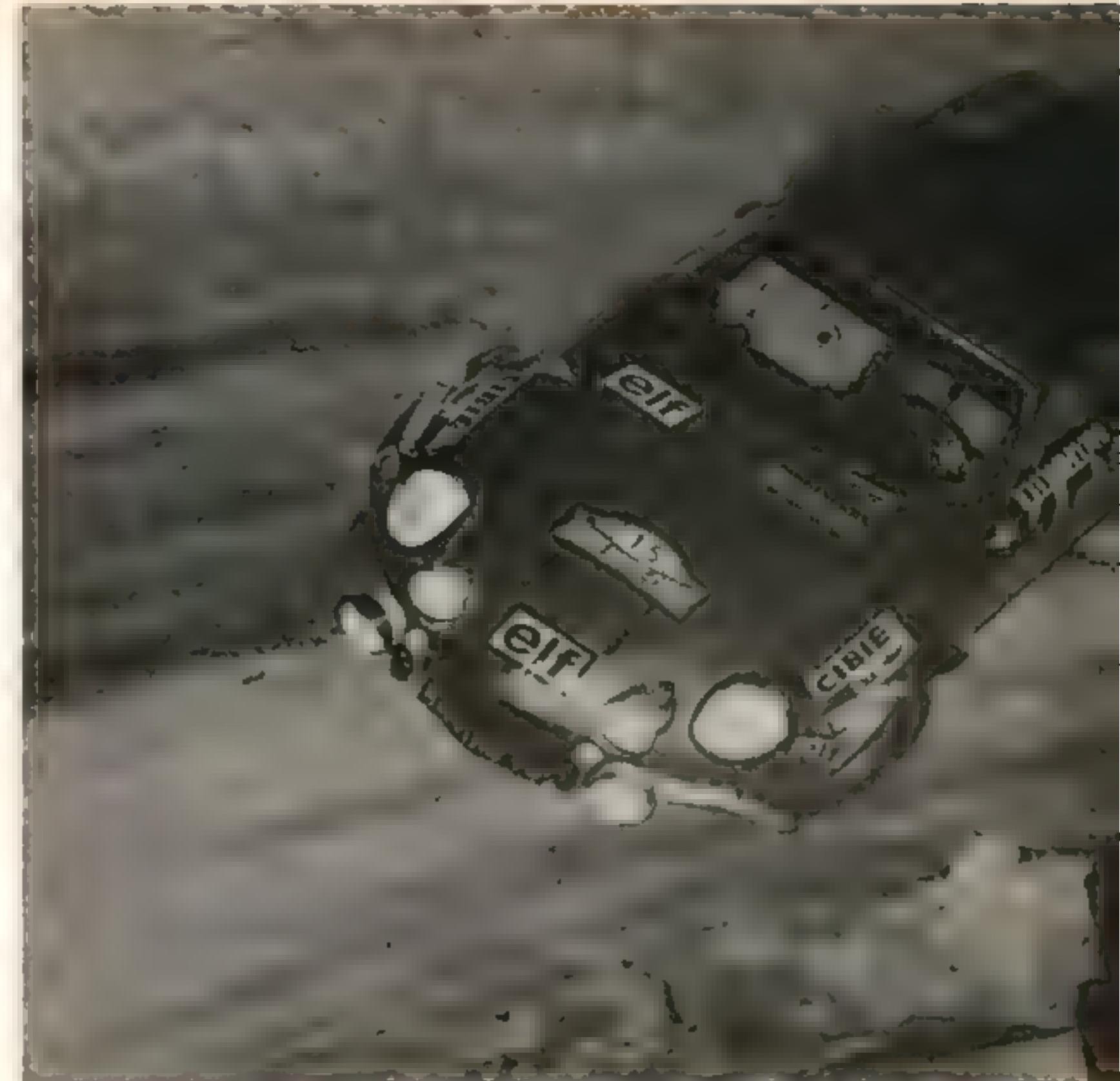


village street but then going straight to Vals-les-Bains and on to Le Moulinon by the normal tortuous route. Most of the roads were dry and clear of snow but the top of Burzet is seldom like that and just a few hours before the rally arrived it had been blocked. However, the rally was held up for 36 minutes because some spectators had been allowed to go up and had re-blocked the test with their cars. Eventually the first cars got away just before darkness came and here we shall concentrate on what happened to them. Subsequent events being covered separately.

The first car up was the Renault Alpine of Darniche and he naturally found that the wait in Burzet had allowed the snow to drift back in places and he went off and spent a happy ten minutes getting back onto the road. Bjorn Waldegaard was the next man along but even before he reached the stricken Alpine he got crossed up on some bumps. Arrived sideways at a snowdrift and went off down a bank never to continue. The Lancia of Simo Lampinen/Piero Sodano never got as far as the snow for a faulty oil pump caused their engine to explode and they walked back down the hill. Jean Ragnotti/Jacques Jaubert got right round the test without incident in their works Renault 12 Gordini but as they were waiting for their time on the finish line, Sandro Munari arrived and the two cars were in a rather severe collision which cost Ragnotti a rear wing and Munari his front wing and two lights.

Rauno Aaltonan/Paul Easter had some trouble with the fuel supply to their injected Datsun 240 Z and were passed by Munari in the test. They then lost quite a lot of time in the Burzet service trying to unblock the filters for the petrol had consequently arrived in Le Moulinon with no time to change tyres and had to tackle the perfectly dry tarmac test on studded racers which they had put on to do the road section to Le Moulinon. Sergio Barbasio started the Burzet test just one minute in front of Ove Andersson and he fell victim to the drifts and was in such a place that the Alpine driver was held up 30 seconds or more before they could get the cars out. Whether the experience had resulted in snow getting into the Fiat engine is not known but it ran badly all the way to Le Moulinon and then stopped on that test with either a vapour lock or water in the petrol.

With Munari over a minute and a half quicker than Mikkola on this test at Burzet and Andersson stopped behind Barbasio, the situation should have read Munari first with 87 m 45 s of total penalty followed by Andersson on 88 m 23 s and Mikkola on 88 m 49 s. However, this was to reckon without Andruet and now we come to one of the more obscure points of this rally. Normally Andruet would have started a minute behind Tony Fall but in view of the conditions and the size of the Datsun 240 Z Andruet asked for a two minutes gap which was not unreasonable in view of the fact that the cars had already been hanging around thirty-six minutes. There was some discussion as to whether he should get it or not and the origi-



The Ove Andersson/Jean Todt Alpine-Renault well crossed-up on the Col de Turini.

nal departure time was written down as 03 minutes but then altered on his card to 04 minutes when the marshal relented. It is possible that this time was not adjusted on the marshal's record sheet for Andruet was first credited with doing the test in 39 m 30 s which was equal with Nicolas' time. This was later corrected to 38 m 10 s which is difficult to understand if the correction is accounted for by that minute, but maybe like Robbie Burns said it was just one of those little slips 'twixt cup and lip. There was quite a furore about Andruet having got three minutes penalty on the road at the Burzet control where times were actually neutralized

after all the fuss with the later numbers, but what in fact happened was that like several other competitors, he printed his arrival time at Le Moulinon in slightly the wrong place and the three minutes neutralization before the start of that test appeared as penalty and this was, of course, scrubbed.

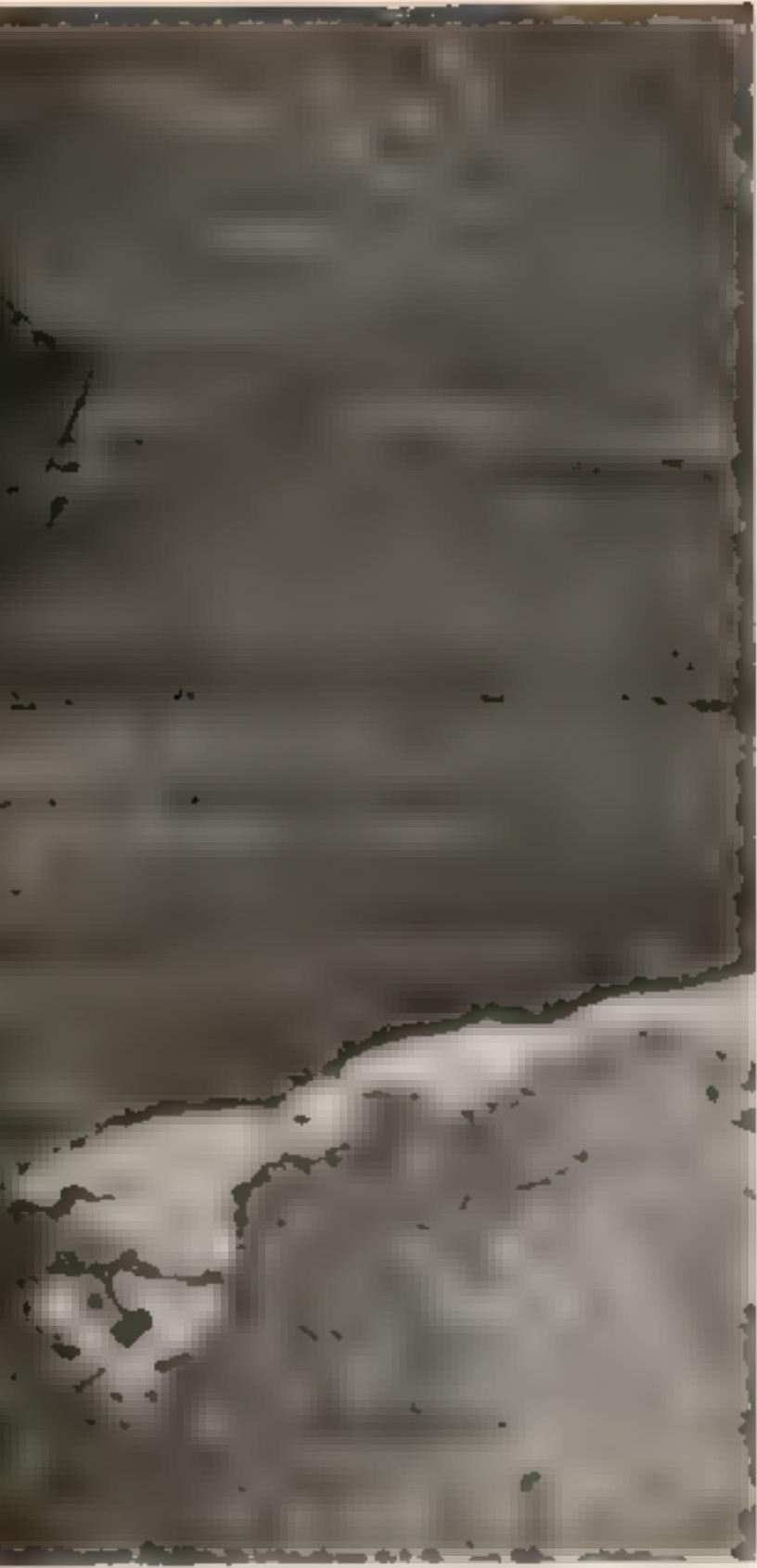
Anyway the outcome of Burzet was that Lancia had lost Lampinen, Darniche had dropped right away from the leaders and Andruet and Andersson had got themselves into first and third places. Despite being absolutely dry, the Moulinon test had some snow kicked on to it by spectators just at the top of the Col de Fayolle and here Andruet

Timo Mäkinen/Henry Liddon. Sensational stage times after trouble.



Jean Ragnotti/Jacques Jaubert R12 Gordini, spectacular as ever.





snow with lots of fast corners and obviously reminded him of Sweden. His position overall would have been even better but he had lost time as the result of a slow tyres change which had cost him two road minutes. Andersson was fifty seconds quicker than Andruet on this test and thus for the first time went into the lead on the rally. Ragnotti nearly lost time on the road just before this test when in St Martin de Valmas he found that the job Munari had done on his rear wing had locked the petrol cap on tight and he spent much longer than usual filling up. Sclater too was very pushed for time at the control as he had a puncture on the tight road section preceding it, and just scraped in in time to change one of the tyres that was also nearly worn out.

The rally now crossed back across the Rhône to the mountains near Grenoble but the increase in habitation saw a corresponding increase in the number of police bending over radar boxes and wild driving became an essential if one was to respect all the limits and still get in time to the controls. The tests anyway were in good shape with plenty of snow and St Jean was a rally driver's paradise. Andruet evidently not content with second place did an absolute record time twenty-three seconds faster than Munari and over a minute quicker than Andersson who had chosen a few too few studs for such a heavily snowed test thinking that with 100 or so less he would be quicker up the first six kilometres which were dry. He was also having some trouble with his engine which refused to pull over 5000 rpm which was a distinct handicap on such a fast test. By St Barthélémy it was back on form and he was only eight seconds slower than Andruet but the lead was lost and not to be regained for some time. On this test, Jean-Luc Therier committed one of his rare errors and went off the road and collected a tree. Although there was no one around, they were back on the road within a minute but the front suspension was out of line. With no time to fix it after the test they had to drive on to Cordeac and then to Gap before there was enough time to have the bent stub axle changed. All would have been well but they cut it fine getting to the control which was sited further away on the other side of the town and lost a minute's road penalty.

The St Barthélémy test also accounted for Lancia's hopes when Munari got a rear wheel caught in a ditch going wide for a fast right over brow and completed the manoeuvre by going flat left at brow instead. The car was fully into a snow drift and with no spectators around at four o'clock in the morning, it stayed there until the last car had gone through. Lancia also lost Ballestrieri when on the test at Charges after Gap he touched the front wheel on a kerb and the resultant twist broke the drive shaft.

Already in Gap there were mutterings that the dispossessed rally crews summarily excluded in Burzet after their patient four and a half hour wait, were going to try and block the rally route before Monte Carlo as a

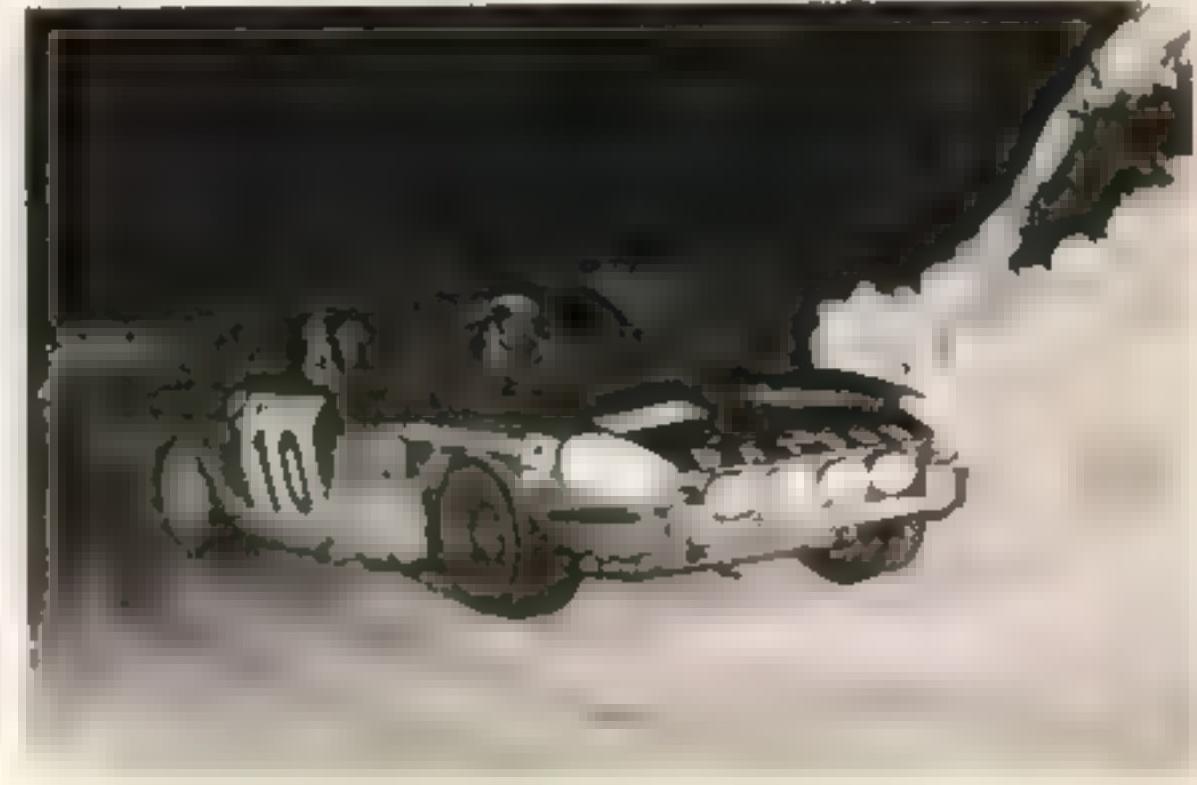
test wide and lost ten seconds or so disengaging himself from the ditch. Thus Darniche set fastest time with 27 m 46 s, well ahead of the Monte record established by Waldegard in a Porsche with 28 m 11 s though even Andruet and Andersson got under that with 28 m 06 s and 28 m 09 s respectively. The six Renault Alpines set the six fastest times and even though Munari, Mikkola, Ballestrieri and Makinen all broke the thirty minute barrier, it was a one and half minute gift to the Alpine leaders over their nearest challengers.

Nasenius in the Opel Automatic was doing some very good times and none better than on the new test of St Bonnet which was full of

Bernard Fiorentino/Maurice Gelin drove the Sunbeam to 21st overall.



Rauno Aaltonen/Paul Easter, Datsun 240Z, last-minute problems.



protest. When the surviving rally cars reached Seyne, they discovered that this had been no idle gossip and the marshals there admitted that the rest of the rally was to be cancelled and that the crews had three hours and thirty minutes to reach Monte Carlo. There was no definition of which route might be taken but after being held up an hour and a half on the route between Seyne and Digne by the dissidents, most cars opted for a hairy ride through the middle of Nice to get in on time. They were then told that in fact four hours had been allowed which to many was the final straw.

With the shortened parcours commun, there were no service cars ready to give the 30 minute service allowed by the regulations when the cars actually arrived so they were taken out on the Wednesday evening and given a working over. With Therier the only leading car to have any road penalty, Andruet possessed a lead of 1 m 44 s over Andersson who in his turn was 1 m 22 s ahead of Nicolas who preceded Mikkola's Ford by just 19 s. With the image of what had happened the previous year quite clear in everyone's mind, it was obvious that all this could change and the remarkable thing about the mountain circuit is how little it did in fact change.

The tests awaiting the 51 cars who had survived from the 228 were the same as ever. One run over the La Madone, tight and narrow and very close to Monte Carlo, preceded the first Turini run from Moulinet to Bollene. Then the first ascent of St Sauveur with its short icy drop to the finish at Beuil and back to the Turini for a run from La Bollene to Moulinet followed by St Sauveur again. Finally one more run over the Turini from La Bollene and a last fling over La Madone in reverse. The weather conditions were quite easy with about eight kilometres of snow on the Turini made worse by the banks kicked down by the spectators to make things more interesting, just four on St Sauveur with patches of sheet ice on the descent, and La Madone almost clear with lots of fine gravel for half the test and three bends actually with ice.

The combat opened with Andersson taking fastest time on La Madone and stealing 19 s of Andruet's lead. Nicolas got round this test on which he has retired for two successive years to do third fastest time behind Darniche. But poor Rauno Aaltonen was already in trouble on leaving Monte Carlo with fuel starvation yet again in his big Datsun. It took the mechanics 23 minutes to by-pass the filters which seemed to be the reason why not enough petrol was getting up into the header tank that these cars use.

The first Turini went to Kaislstrom who was lagging behind Pinto by 40 s at this point after choosing too-heavily-studded tyres on the Charges-Savines test while Mikkola went magnificently to be second fastest with his Escort. His team-mate Makinen on the other hand was not having a very happy time

Lamborghini Miura.
60 mph in 1st. 90 in 2nd. 124 in 3rd. 150 in 4th. 184 in top.
Original clutch, Borg & Beck.

Mini 850.
25 mph in 1st. 40 in 2nd. 61 in 3rd. 72 in top.
Original clutch, Borg & Beck.



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What did happen at Burzet?

The official version as laid out at the Press conference called by Michel Boeri, President of the Automobile Club of Monaco goes something like this:

At Burzet, the theoretical time of departure for the first car was fixed at 17.11 hours but as the special stage was blocked by spectators, the first car was flagged away on the test at 17.45 hours. Sixty-four of them had started the test and then there was a further gap of thirty-eight minutes resulting from the convoy of rally cars being split in two following the accident of Kern on the first special stage (Pont des Moines). The sixty-fifth car, that of Rubberti, came to the finish line of the Burzet test at 20.32 hours but there were already twenty-one cars missing on the test. The accident to car number 45, Fritzinger, required that his co-driver be taken into a private house. The police thus gave the order to stop the test after the departure of number 131 and to send an ambulance for Fritzinger's co-driver.

The local authorities had been informed that snowdrifts were again forming and decided to send out three snowploughs. Some of the cars on the test freed themselves and returned to the start. A certain number of spectators followed them. The start of the stage found itself blocked.

About 23.00 hours, the road was still not free. The Sporting Commission was informed of what was going on and the road authorities indicated that soon the road would be free. But at 23.00 hours exactly, there was still nothing. At this moment, the total delay amounted to about four and a half hours on the ideal time. For reasons of security, the authorizations for control of the roads could not any longer be assured and a decision was taken to declare those crews blocked as being excluded from the rally.

As far as one can tell, the statements concerning the actual occurrences are in agreement with the story of the drivers and it is only the last part of M. Boeri's statement that is contentious. It is certainly true that the whole thing was caused by two accidents and the wind. The first accident was that of Kern on the very first special stage which got held up for the best part of an hour while an ambulance was shuffled into the stage. This meant that for the period of time that Burzet was not being used between the sixty-fourth car to start it and the sixty-fifth, the wind was being given full rein to fill in the newly ploughed road at the top of the stage. The same thing happened while the ambulance was tending to the stricken co-driver of Fritzinger. Consequently, it is little wonder that few cars could get through after that for before, it was only the regular passage of one car per minute that was keeping the road open at all. Incidentally, the accident of Fritzinger took place just in front of Hainbach's BMW and the poor lad got quite a roasting in the German Press for not stopping and seeing if the occupants of the Capri which had plunged into the abyss before him were all right.

Present in Burzet while quite a lot of this was going on were Simo Lampinen and Bjorn Waldegaard who had retired on the test and walked down. They were in a unique position to be able to tell the organisers how bad the situation was and to suggest that the stage be scrubbed. This was as early as 19.00 hours but they like the competitors had a problem in that there appeared to be no one in Burzet who was authorised to take that sort of decision. There was the start marshal but he took the mutton-headed attitude that "fifty drivers have risked their lives thus there is no question of cancelling this test."

In all honesty, as soon as the first cars to arrive were delayed by thirty-six minutes because spectators were already stuck up on the hill, the simplest thing to have done was to re-direct the competitors to Le Moulinon where they would be due on scheduled time again. Nowhere on the rally is this simpler to do than at Burzet for the start and finish of this 40 km test are 50 yards apart in the same small village. At any time during the blockage a decision could have been taken to cancel the stage and send the remaining crews to Le Moulinon with very little inconvenience. The reason why, even once they were found on the end of a phone, the organisers in Monte Carlo would not take this step was that they feared that those who had done the test would file protests which is rather ill-founded if you stop to consider what happens on other rallies where special stages are cancelled.

What did happen was in fact much worse than the cancellation of a single test. The 144 competitors snarled up in Burzet waiting to do the test were first told to go off and eat while the road authorities opened the test and then when they were just ready to start about 23.00 hours, a whole file of police and spectators came towards them down the test. By the time that was sorted out and the start signal ready to be given once more it was almost midnight and some bright gendarme pointed out that at midnight the road closing order ended. The final word from the organisers came after midnight and was to the effect, quite bluntly, that the competitors were excluded.

At that point, almost a riot broke out with the foreign drivers from Germany and Italy who had paid most to participate, being the most vociferous. It was agreed to block the route of the rally later on as a protest and the most suitable point was taken as being the Col du Fanget before Digne. Despite the organisers and police getting plenty of warning, the competitors did block the road pretty effectively and the only drawback to it was that it brought them into conflict with the other competitors and the Digne police when they should have tackled the organisers directly.

The consequences in Monaco were that first of all the club was merely scandalised and had this Press conference where they refused point blank to admit any fault or indeed to offer any recompense. Then it was made clear to them that the 144 crews were so dissatisfied that they were quite prepared to block the mountain circuit as well and there were plenty of stories of people up on the Turini with chain saws to cut down trees. The organisers eventually bent enough to offer the discontents a free entry in the 1974 rally and surprisingly they accepted and all attempts to block the mountain circuit were called off.

The message was quite plain. Rally organisers can no longer take a man's money and then refuse to supply the goods in the form of a properly organised event. There was a lack of forethought in using Burzet at all under such conditions and not to take a decision to cancel it once it had become a scene of carnage was even more misguided. However, the competitors who had paid their money should also remember the Latin caution of *caveat emptor*—let the buyer beware—and if they were not happy, should have found a less destructive way of venting their dissatisfaction. One thing for sure is that they should have vowed not to do the next Monte Carlo Rally, ~~unless invited~~ if at all the more strange that they were ~~expected~~ to accept an entry in next year's event as recompence for this one.

for a wheel came off just a few kilometres

after the start and he lost five minutes on the test fitting the spare. What appears to have happened is that the wheel was fitted in the Moulinon service with the Dunlop air-jack not quite high enough for the service point was on a gradient. Consequently the wheel nuts were torqued up with the wheel still touching the ground. Whatever happened, it dropped Makinen back in the reckoning though he immediately came back with fastest time at St Sauveur. On the Turini, Andruet took another 11 s off Andruet to bring his lead down to 1 m 14 s but on St Sauveur the Frenchman was 6 s quicker that redressed it to a gap of 1 m 20 s.

Further down the field, there were considerable dramas for Pat Moss/Liz Crettin leading the Ladies Award by almost 7 m from Sylvia Osterberg Iga-Ild Edenering ran into trouble with her spark plugs. The Alpine mechanics went to change them, but as with Nicolas back in 1969, two got stuck and a total time of 20 m was needed to change all four. Liz Crettin astutely checked in at the control without the car but when it finally appeared, the equally astute marshals did her for the lateness. By the time she reached St Sauveur, the Team Aspetyogyl Alpina was down to only three gears having suffered the same problem as the works cars last year and the girls were out. Claude Laurent/Jacques Marche, who for much longer than Opel have proved with their DAF that automatic transmission is very good on rallies, had the misfortune to break a throttle cable on the descent of the Turini. As the mechanics fixed it they saw that the alternator was loose and the total time taken to fix things cost them 10 m on the road but not their class win.

In the Group 1 category, Gérard Larrousse/Christian Delfirier were lying incredibly 12th overall after the parcours commun with their Alfa Romeo GTV. This was well ahead of the nearest Group 1 which were Guy Chasseuil/Christian Baron in a French prepared BMW 2002 TI and Henri Greder/Henri Duclos in an Opel Ascona. But for the last time on the Turini, Larrousse was fitted up with a set of studded tyres which had been fitted as tubeless but not on tubeless rims. Consequently within a few kilometres he had two flat rear tyres and apart from losing quite a lot of time on the test, he was 5 m late on the road as well. However, Chasseuil was in equally much trouble with his engine which wanted to keep stopping which didn't affect him much on the tests but did cost him 9 m on the road so that he finished just 1 m ahead of Greder who had lost 7 m on the parcours commun. Thus Larrousse kept his category win despite having no wind for his tyres though it did drop him to 19th overall.

Back with the leaders, Andruet started the second Turini knowing that he could drop 20 s a stage to Andersson and still just hold the lead, but just after the top he cut a corner a bit fine and ran over a rock which promptly punctured one of his rear tyres. He drove to the finish on the rim rather than be sure to lose 3 m changing it but in any case lost 2 m 25 s to Andersson which put him in third place, 1 m 8 s behind the leader. On St Sauveur, he and Nicolas both pulled out all the stops to catch Andersson and indeed they both got to within 20 s of him as he had a minor excursion and bent the front suspension which had to be straightened at Puget Théniers. On the Turini Andruet did a very good time despite being beaten by the two Fords and equalised by Falla/Datoun and took another 34 s off Andersson to regain his lead by 14 s. On the last test at La Madone, Andruet opened it out by another 12 s while Andersson stormed ahead of a more cautious Nicolas to take second place by over a minute.

Makinen had been in more trouble with two punctures on the road section between the second Turini and the second St Sauveur which caused him to lose 8 m on the road. Most of this time was spent in a private Mercedes speeding between L'Escarene and the Dunlop service point at Le Grave

to get two spare wheels while Henry Liddon jacked up the car. The story would be complete except for one thing—Makinen let the Frenchman drive his car himself! Hans Walter-Patrick Lier retired with a broken differential on their Porsche 911 S but generally retirements were very low on this exciting mountain circuit.

Epilogue

The victory of a Renault Alpine in this rally was only to be expected considering the low weight and high manoeuvrability of this 1800 cc motor car. That Andruet and Biche should be the crew is also not without surprise since they have shown in the past year that they are the fastest Alpine crew with also the ability to survive very hard events. Considering the time and effort put into the Alpine entry in this rally, it was a very deserved victory that will surely please Renault who have just purchased a 30 per cent share in M. Redele's company. They too have their competition ambitions and with Darniche and Nicolas already down to drive Renault R12 Gordini in Sweden, there is evidently some dovetailing of the competition programme already.

What is more serious is the future of French rallying and the Monte Carlo Rally in particular. It looks as if the day has come when tough average speeds on the open road must be a thing of the past and it looks quite likely that we shall find the future of rallying in France is to copy the Scandinavians and run special stage events. It is certain too that if the police were chary of speed limits this year, they can be watchful about noise the next so that the Alpine/GT 70-Stratos brand of rallying may be on the way out. Thus it may be true, in a very narrow sense, that the 42nd Monte Carlo Rally was the last of the great Monte Carlo rallies and one hopes that the next generation may be equally enduring.

Stage times



Claude Laurent/Jacques Marche Daf rounds a hairpin on Pelle. Jean-Luc Therier/Marcel Callowaert (5th overall), takes the St Auban test (below).



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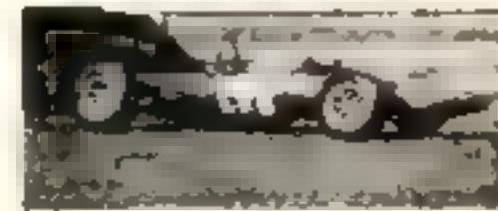
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RED DRAGON RALLY

Tricky conditions—
Rockey wins, but
gearbox trouble slows
him near end—Brookes
close second

By MARTIN HOLMES

It is a long way down to Saundersfoot, and pleasant as the place may be I think it would have to be a rally that would attract me there in bleak mid-winter. In fact the Port Talbot MC traditionally base their Red Dragon rally on this sleepy little Pembrokeshire harbour each January, and the occasion is one that lures rallymen back time after time. For the third year the Red Dragon was a C/MN qualifier, this time the second in the series, and foggy patches made it perhaps the most testing of the modern Dragons yet held. Adverse conditions were favourable conditions for Nigel Rockey, who last Saturday night scored his second C/MN victory, it being four long years since he stormed to national acclaim by winning the Seven Dales. His victory was a mighty close thing, his gearbox was disintegrating in the closing stages, and by the end Russell Brookes closed to within 18 s of victory.

Rockey v Clark

Nigel Rockey comes from the West Country and has been a longtime rival to Martin Clark. For years the neat and tidy Clark would pull off convincing wins and Rockey would limp home with incredible times, and very bent cars. But this has now ended

Red Dragon winners, Nigel Rockey (right) and Paul White (left)



He has acquired a reliability of performance, if not the same smoothness of driving, as his friend, and meanwhile has also acquired a most uncanny skill of driving in slippery and adverse conditions. His car is a hybrid, last year's Mexico with a Hoopers' Bristol Rally & Tuning Centre loaned 1700 cc BDA engine built by Mike Phillips, but otherwise with old 2000E gearbox and English Axle. Before the start he wondered if the transmission would last, and fitted a 4:1 diff to spare some of the strain. The car was immaculate as usual, and reminiscent of Morley's cars in this respect. This is the car he will use in his C/MN challenge this year. Goodyear shod his wheels. Brookes, unlike Rockey, had already shown his 1973 car before, on the Targa which he won, being a pure GT Mexico entered by Brooklyn Garages, and using Dunlops. He had hurt his hand on the Mini Migha when his steering wheel had spun round and caught him, and later he found the wrist was broken and he appeared in a mammoth plaster cast. He had

the start, and this caused various difficulties in the first part of the event until they settled. Alan Conley had never completed a route of a traditional C/MN event until the Dragon, and this was only his third outing in Wales ever. Roderick entered a road going Mexico in place of his rally Mexico damaged in a road accident, his RS having been sold. Gibbs Bros Family Finance kept the entry for him. Eric Davies appeared in his old 1275GT, which in fact was never actually sold. Jim Bullough's Thomas Motors Blackpool Escort RS was entered as a settling-in event for his season with Gerry Ryan. Malcolm Patrick's RS was fresh from its post-RAC repairs, whereas Roger Davies' ex-George Hill Escort was out with a new shell after the Fox Rally inversion. The brothers Jenkins entered their RS immaculate B+1 Motorway colours, the company who brought Morrow McIlroy's Escort GT to the event from Ireland.

Route surprises

As foretold last week there were some surprises in the route, particularly in the use of an old railway line between Llanelli and Llanglydwen on map 139. This damaged cars more than anything else on this basically smooth event, with Bernard Banning's Avenger GT ("a genuine 93,000 miles, bought at the auction last week") retiring with a silencer dragged off and Kevin Vizard's Mexico losing the fuel lines. There was little time for stopping unexpectedly on the Red Dragon. If you wanted to complete the route, both Jerry Dodd and Alan Jenkins retired early with brake trouble in their Escorts, Alan particularly wanting his car kept intact for next weekend's Galway International. Peter Whales Viva spun off and delayed the TMS Car Accessories Mini of Dick Spilsbury and the class winning RS of David Jones. At the first halt Rockey had pulled out a lead he intended to hold, which he maintained through to the second halt. Malcolm Patrick, who'd had a bad day on the stages, continued his road rallying miseries by being ordered into a wrong entrance and getting bogged to his axles. The occasion was enlivened only by the sight of Don Barrow passing their stricken car in search of a way through, with Barrow even trying to open a gate into a field wall off the official route. Jackson was able to continue, however. Some way before the second halt Rockey's manifold broke ("Serve me right for using proprietary parts") and this took away most of his power. The rally still had some way to go, even after the second halt. The route headed almost as far west as a route could go, within two or three miles of St Davids. Conley had his fan belt off and the engine boil, but he changed this on a section that was scrubbed later because watches were not synchronised with each other. Martin Clark had a hole in his radiator which also led to boiling, but the big event was Rockey's failing gearbox. The ratios all worked but never reliably, which sounded like a loose nut on the mainshaft. He could only hobble on, hoping to finish mobile. Russell was pressing on driving with one hand as he had all night, being unable to use his hand-brake for the sudden turns. And Dal Roderick was driving well, particularly in the foggy parts, but his luck failed when the engine drowned in a ford on the second selective the final competitive section. About seven minutes were lost there unnecessarily.

1. N. Rockey/Paul White 1.2 Escort RS1600, 34 m 07 s
2. Russel Brookes/John Brown 1.3 Ford Escort Mexico 34 m 25 s
3. Bob Jeffs/David Taylor 1.7 Escort RS1600 37 m 13 s
4. Martin Clark/David Stephenson 1.3 Ford Escort RS1600 48 m 15 s
5. Dave Roderick/Miss Woodward 1.3 Ford Escort Mexico 51 m 39 s
6. G. Jackson/Don Barrow 1.7 Ford Escort RS1600 53 m 41 s
7. Alan Conley/Martin Holmes 1.0 Clan Crusader 58 m 44 s, 8. Roger Dorey/John Morgan 1.1 Ford Escort TC 58 m 45 s, 9. George Hill/Ken Wood 1.3 Ford Escort Financial 52 m 21 s, 10. Ted Cowell/Peter Rushforth 1.6 Ford Escort TC 58 m 08 s
- Same awards: David Jones/Kev Ryan 1.6 Ford Escort RS1600 53 m 43 s
- Novice: George Wal/Charles Helps (Mn. Cooper) Lifetime Award: Miss Vicki Lambert (Opel Ascona) Selective Times:
 - SS1 15 m 46 s. Roads around and across Myddfai Melyn 6 circles clean. Coming to the minute through inadvertence
 - SS2 8 m 1. Land south of Rhayader William, and through Caerwys Woods 1. Jeffs 2 m 13 s, open 2. Clark 2 m 15 s, 3. Brookes 2 m 25 s, 4. Hill 2 m 27 s, 5. Johnny Buugh 2 m 48 s, 6. Ryan 1.7 Ford Escort RS1600 2 m 36 s, 7. Jackson 2 m 41 s

Russell Brookes—18 s behind Rockey at finish.

won the first C/MN round of the year, breaking the myth of GI's ineffectuality, and was out to repeat the lesson. He was back with John Brown, as Derek Tucker who had navigated Russell on his two consecutive wins had a ride with Laurie Richards, who was entered by Sky Petroleum and mounted in the Bill Wood ex-Will Sparrow GS Mini. The Targa accident was due to sticking throttles, and before the night was half out he was again to fall foul to this, fortunately less violently when the throttle just broke.

The DTV effort is a major attraction in club rallying at the moment. This time the Banbury boys went home very sad, for George Hill had an awful night with baulking, drowning in fords and a puncture, all of which put him within an ace of fail time, and a long way behind his rivals penalty-wise. That was the Firenze, of course, of the Viva there was no sign. It seems that the engine dropped a valve in Cheshire and digested the remains. Pierson never made the start. Martin Clark, seeded originally down in the teens, took his number over, with a car we have often seen before but with a 1750 Supersport BDA engine (the first they had built). By the morning, he reckoned the motor transformed the car

Jeffs—no clutch

Bob Jeffs appeared in his self-entered Escort RS, with a newly acquired tow car as his novelty of the week, though his driving was to be impressive. He had the clutch fail right after the start, and he drove through to the first petrol halt without using it, leaving control points in a series of kangaroo hops until the engine fired up. Having route cards for signature by marshals made his task worse, for at every control you had to stop. At seven came the Clan Crusader entered by CCC, after exhaustive handling tests at MIRA and fitting dual braking system. The front springs were changed to raise the front at

Shekhar Mehta: Africa's Datsun rally ace



Rallies are designed to make or break. To test and prove, as much in respect of people as well as cars. Once on the special stage all the ballyhoo and the show has gone, and only the real truths are on display. This past RAC blew many myths to the winds, from Roger Clark's still unbelievable effort right down to the boasts of the humblest clubman allowed to compete. The RAC is very much a special stage event, needing all the practice of this sort of rallying one can acquire, and this is why so many Scandinavians come each year to compete. For them it is second nature. All of this makes the last-night retirement of Shekhar Mehta the more disappointing. At last Shekhar was about to prove he is no African playboy indulging in the sweet delights of European life. At the moment he retired he was just behind Ove Andersson, he had only three non Scandinavians ahead of him—and this was only his fourth ever special stage event.

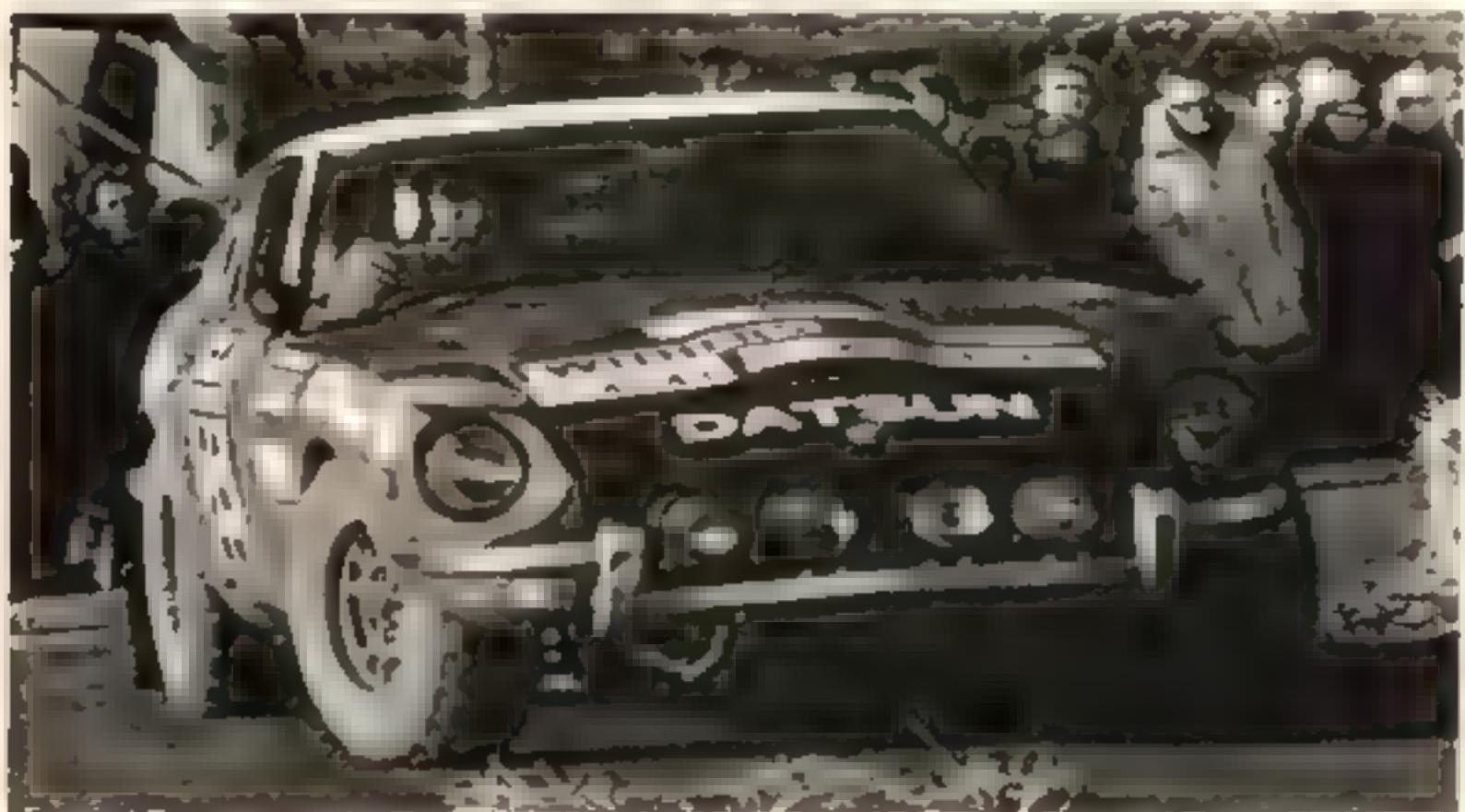
Shekhar's earlier years provided all the trappings of a privileged existence. He was schooled at St Paul's, Hammersmith as befitting the only son of wealthy parents with interests in both India and Uganda, and he stayed at school up to A level stage. He went from school to the City where he spent a year trying to learn the ways of British business life. He came to know a lot of British friends, many of whom still cross the country when he rallies over here, to renew acquaintances. He played rugger and cricket quite a lot, though he admits his greatest school activities were poker and bridge! After returning home he found he was quite a stranger in his own country, and he spent his time working his way up through the family sugar factory business, from the plantations through the workshops to a directorship. With this experience he was then given the opportunity of running the tea group of the company and only later did he take over the motor side, with agencies for BMW, Mazda, MAN trucks and Deutz tractors. This was in Kampala and Nairobi and kept the young Shekhar busy. Sport in motor cars was a hobby, time stopped it

being anything else. He enjoyed his cars none the less, ever since he drove a '48 Chevrolet at the age of twelve, until his grandfather found out. He enjoyed driving (at the age of 14) the big American limousine belonging to the Governor of Punjab, when the chauffeur was in a generous mood, but felt sorry for his friend when the gearbox broke, and his friend had to admit he had blown the car up, rather than confess that Shekhar had been responsible.

His first brush with the law came a year later, for speeding, and this episode was only forgotten after many pints of refreshment were supplied. He had a 1071S in Britain which he enjoyed immensely, leading nearly to arrest down the Purley Way, Croydon, the first night he had it ("I must have been doing nearly a ton, but the coppers were so impressed that I was wearing safety belts that they took me to see some wrecked cars and sent me away with a Bea in my ear"). His great regret was when his father, disbelieving his son's claims of this car's performance sold it in his absence. When in Britain he came across rallying for the first time: actually this was by accident, he was returning late from a bridge party, when he saw the London starters in Sloane Square on the Monte Carlo Rally. He passed his driving test in a Cadillac (before the days when there were restrictions), when he successfully psychéd his poor woman examiner by moving her electrically motivated seat when she least expected it ("I took the test for fun as I could get a licence in Africa without any trouble, and to my surprise she passed me!").

His life was of course considerably disrupted by the recent events. He first heard about General Amin's plans on a car radio whilst towing a broken down rally car, and frankly disbelieved it. Uganda had always been a quiet country, but when he reached Kampala he found everything he had heard was true. He was fortunate in that he had business interests outside Uganda, which was more than some had. He is clearly much the poorer as a result but is young enough to use these events as a chance to begin life again, else-

The Mehta Holmes Withers 240Z on an early stage of the RAC



where. For him it was the chance to spend his time rallying seriously, and this is what he has been doing. Up to the political revolutions, he had enjoyed a lot of success as a national driver, culminating with a second place on the 1971 Safari in a Datsun 240Z. African motor sport was on the turn, the day when standard cars could succeed had gone and only the few works drivers with well prepared cars stood any chance of a win.

In the past two years, there have been twelve national events: Mikkola, Herrman, Joginder Singh and Preston have all won one event. Shankland and I have won four each. Nobody else has stood a chance. The only chance people in East Africa have in driving a properly prepared car is to drive for a team. "With the recent happenings he now wished he had capitalised on his successes, in the way that Preston has done, but at the time there was no need.

His Safari exploits are typical of those of Africa drivers. He drove Peugeot 204s on two Safaris, finished one (albeit with a total of 27 wheels which had been knocked hopelessly square) and retired in the other with a drowned engine. The year he finished he lost a total of 4 hours 39 minutes penalty at one control alone, something of a record until the World Cup was held. Then he drove for Datsun ("one of the only teams that seemed at all approachable for Africans") and drove a 1600SS which unluckily broke a crankshaft, and so embarrassed the Datsun folk that they rebuilt the engine and gave it to him in consolation. "This is African entirely; in Africa the Safari is everything. If you break down one year you have wasted all your chances for another twelve months. In Europe, there is another vital rally somewhere within a month or so." Then came the great Datsun onslaught. In 1971, when the original team was Joginder, Herrman and Rauno, Joginder went over to Ford's only days before entries closed, and Shekhar was given the works drive. He did not take well to the 240Z to begin with, but slowly came to terms with the car. His second place gave him the coveted FIA grading.

His loyalty to Datsun has been his own choice. In Africa, a successful driver has quite a range of commercial opportunities, and there is quite a real problem in choosing the opportunity that will ultimately suit a driver's career the best. He has stayed with Datsuns because they seem committed to rallying and seem to have a stable future. Certainly this has proved right for the past couple of seasons, over which time the 240Z has developed from a monster to quite an acceptable competition car. This year's Safari was something he would prefer to forget, though he managed eventually to finish tenth overall after a series of troubles, and ultimately the complete failure of one cylinder, after which he reckoned the car had never gone so well!

Next year he comes to Britain to compete on as many special stage rallies as his African commitments permit. Here the rallying is stop-go, the competition is intense, the muddiest sections (like in Langdale on the RAC) nothing compared to the average parts of the route of an event like the Kenya 2000. Rallying in Africa is slow; you drive with reserve which will enable you to avoid an accident when you meet the unexpected lorry or bus. Rallies over there are big; this past year has been a very busy one for him. He did nine events! In Britain the events follow each other with lightning speed. In comparison, the RAC this year was a try-out. The stage before he retired he was third fastest overall, and the fastest Datsun. At Eppint I he was fourth quickest on knobbly tyres, burying his phobia that he inherited from last year. To succeed over here with such an alien background is astounding. He retired when a wheel collapsed as he drove on a flat tyre, and when this happened the hub dug into the ground and a wishbone broke. An unexpected failure, and a shock to someone used to finishing rallies. He is a natural driver and an ideal change from the present cross-section of competition drivers. But most important of all, he is coming here to win his rallies, because the rallies are the most competitive he can find and the most rewarding to win.

correspondence

Some people under their Bell Stars should take note

At the Racing Car Show it was my job to run the Texaco Pit Stop feature. During the last Racing Car Show I tried something which had been very successful at the Jackie Stewart Show in 1971, a public forum in which the audience could ask drivers questions. Before the London show this year I was hoping to get a fair selection of drivers along for this purpose. Alas, I was able to secure the services of one man, Graham Hill, who performed a splendid forum for about 45 m.

The questions fired at him from the floor varied from ladies asking him which aftershave he wears, small boys wanting to know of his personal transportation, and enthusiasts curious of certain facets in Graham's racing career. One other driver who put himself out was Ronnie Peterson who on press day appeared on the Texaco Show with Stuart Turner of Ford. From this rare confrontation came 15 m of really interesting chat—with hardly a press man in sight. Other people who were kind enough to join me at the show were Keith Duckworth from Cosworth, Derek Bell and Peter Gethin.

There were other drivers who attended the Racing Car Show, but for reasons known only to themselves chose to remain elusive of the microphone. Which meant I had to fall back on show business people like Eartha Kitt, Robert Beatty, Gary Glitter and the cast from Hair, along with BBC disc jockey Dave Lee Travis.

Needless to say, one question that was repeated over again umpteen times during the show was, where was Emerson Fittipaldi? Before the Racing Car Show I had long talks with Texaco on getting their World Champion back to London to make one or two personal appearances. It struck me as ludicrous that the show should not be graced by the Brazilian's presence. Texaco did their very best along with John Player to lure Emerson from his holiday at home for a few days, but nothing was forthcoming. And so we had one of those rare occasions when a Racing Car Show lost its main attraction. Not even Jackie Stewart appeared as the best known deputy for the job.

Frustrated by the lack of co-ordination from the Grand Prix drivers, a personal friend put me in contact with Andy Smith, manager to European Heavyweight boxing champion, Joe Bugner. Bugner was to be in London to fight Rudi Lubbers at the Albert Hall on the Tuesday evening after the show closed. Andy Smith was more than delighted with the idea of Joe coming along as guest of Texaco. I found the response from Andy Smith most encouraging. Andy was emphatic that his prize fighter could be at the show on the Saturday evening before the exhibition closed. Unfortunately, right at the last moment, a promoter wanted to see Andy and Joe about the big fight which is to take place with Muhammed Ali in Las Vegas in February. Andy was most upset that such a last minute arrangement should prevent Joe going to the show.

I was invited to join them in their hotel before the Lubbers fight so that I should clearly understand the circumstances. To me, this kind of treatment was something completely new and I'd certainly not come across this sort of courtesy in motor racing for a good many years. Possibly this ready availability is what is needed when it comes to Grand Prix drivers. Andy Smith and Joe Bugner pointed out that they felt it was very much a part of the pre-fight proceedings to allow top sporting correspondents (like the

Daily Mail's Ian Wooldridge when I was there) to meet them. In this way writers can go back to their desks with a firm opinion of their subject.

It strikes me that apart from Jackie Stewart and Graham Hill, very few drivers know what it is to be handled properly in front of the mass media and public. The news is kept for the people on the inside—which is altogether wrong. I spoke at great length to Smith and Bugner on public relations, and it struck me they know what it's all about. Joe may not have been able to make our show but we created a good relationship because he put himself out to explain things. And not even a hint of money throughout the conversation.

Some people under the Bell Stars should take note.

WEST KINGDOWN,

KENT

MAX LE GRAND

Of prodsports and modsports ...

As well as an AUTOSPORT contributor I am also a competitor in modified sports car racing and I am therefore interested in its future. I am concerned by recent developments in racing at a national level, not least of which is the introduction of the G3 prodsports category. I do not approve of this formula, as any needs it may be catering for are already satisfied by modsports. Apart from being painfully slow compared with a mod-sports car, the G3 machine will be inordinately expensive as, of course, any competitive G1 car is. For instance I am sure that for the cost of a competitive G3 Spridget one could build a more reliable modsports version to lap any British circuit at between 10 and 20 s a lap quicker.

There will also be a distinct lack of variety in the smaller two classes of G3, according to the list of eligible cars, comprising Spridget, Spitfire, MGB, GT6 and TR6. The smaller classes are the backbone of any formula. Although they may lack the glamour of the overall winner they generally comprise the vast majority of the field.

I hope modsports will not suffer at the hand of G3 but the BRSCC have, of course, dropped their modsports championship for a G3 one and, according to the calendar, the BRDC has deprived the modsports competitors of their only race on the Silverstone GP circuit in favour of G3s—shame. Modsports is a good category with a fine spirit among the competitors, enjoyable racing, well attended classes, a variety of competitive cars and fine for beginners or well seasoned campaigners.

On the subject of modsports, I do not agree with the BARC, etc, ignoring the new 1151-1300 cc class as this would undoubtedly be popular (no personal interest here). The class to abandon is the obsolete 2001-3000 cc one. I would suggest that the RAC should give two years' notice to readjust the classes to a more sensible up to 1300 cc, 1301 to 2000 cc and over 2000 cc, or even up to and over 1300 cc.

OXFORD

PETER RICHINGS

... and which club wants which classes

In the early part of 1972 I became involved in a campaign against a proposal to raise

the lower class limit in modsports racing from 1150 cc to 1300 cc. This campaign did of course have some success, a compromise being reached by adding a new class for 1151 cc to 1300 cc. This seemed fair even though I was informed by the race promotions manager of the RAC on May 17, 1972 that "I feel I would be reasonably safe in stating that the classes might be remaining the same for 1973 as they are this year." The BRSCC said in a letter dated May 26, 1972, "We decided to propose that the classes be left as they are for the coming year." The BARC said on June 3, 1972, "Our minds are fairly well made up, and that is to leave things exactly the same as they are."

In the event the aforementioned compromise was decided upon which appeared to give satisfaction to both factions and it appeared that the wishes and best interests of the competitors were being given consideration.

For various reasons, including the usual ones of lack of finance and time, I have had to retire from racing for the time being. To retain my interest, however, I have become involved with a team who decided to race a 1300 cc Midget when the new class was announced. A certain amount of sponsorship has been obtained for the car from a large company who have not been involved in racing before and who are treating the matter as a test with a view to becoming more deeply involved in the future. This means that I have changed my 1150 cc hat for a 1300 cc hat. I do in fact support "the additional class" and have no wish to see the demise of the 1150 cc class. I feel that modsports drivers and entrants ought to get themselves organised to look after their interests as the two major clubs do not seem to be too concerned.

This brings me to another point and that is the transferring of the STP sponsorship from modsports to production sports cars. I would be interested to know whether this was at the instigation of STP or the BRSCC as it appears that this is yet another disservice to modsports.

I understand that the Nottingham SCC are to run an 1151 cc to 1300 cc class at their meetings and this, to me, is yet another example of this comparatively small club showing its big brothers that in club racing the competitors must be given consideration.

K R HILL

Brise, Vandervell, Coulon: the facts

Having read Mr Wells' letter in AUTOSPORT (January 25), I am somewhat puzzled by his remarks. He claims he is a fan of Tony Brise, I suggest in future he gets his facts right before declaring his support.

He says, "In the last 10 races of the season he never finished lower than third place, while Colin Vandervell scratched to be in the first six places." For the record, Brise finished in fact only six races in his last 10 outings, crashing on at least two occasions and has only beaten Vandervell three times throughout the entire season. I do not call one first, two seconds, and two thirds in his (Vandervell's) last 10 races scratching around but maybe there is something wrong with AUTOSPORT's records!

Also for the record, Jacques Coulon drove Martinis' latest 1972 model during the season and not an outdated car as Mr Wells suggests ROJSUP, MIDX.

W R HIGGINS

The editor is not bound to agree with opinions expressed by readers.

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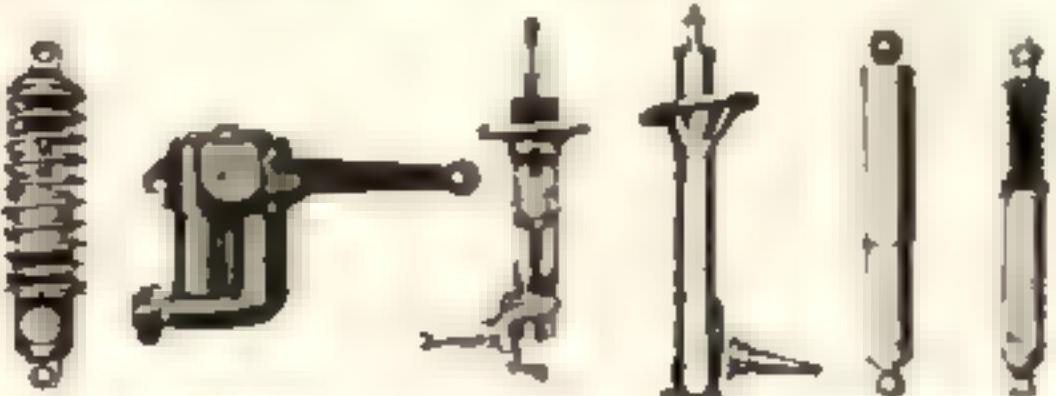
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Tom Airey leads a string of Minis in the mud.

CADWELL PARK

Wheldon beats the mud

"Know anyone who might be prepared to sponsor me in the European series?" quizzed Hugh Wheldon before Friday's Castrol Trophy rallycross at Cadwell Park. Some three hours after posing the question his search appeared much easier for the popular Suffolk driver dominated the day's racing, winning two heats, a semi-final and the Final with his Cooper S in quite appalling weather conditions.

For what now appears to be the last televised event of the winter from Cadwell, there were few changes to either format or entry from the December meeting. The course still eliminated both Ravine and Gully sections and the successful new starting procedure was continued, sensibly the paddock was moved back to the centre of the course. Warnings about deliberate nudging leading to exclusion from the meeting and the introduction of a "course-cutting" penalty achieved the desired results and the majority of the small number of incidents were brought about by the liquid state of the track surface rather than driving tactics.

Rain preceded the first heat by some 30 min and visibility problems showed up right from the start. Jeff Williamson led off the first race in his Cooper S but Don Gilham soon had the Mint-Ford into a lead of a few lengths. Williamson regularly closed on Gilham's hybrid in the corners but stopped on Park Straight on the final lap. Dave Angel and Mike Bird made it a Mini trio albeit well down from the leader; Vaughan and Ron Douglas (Escort BDA) gave up with lack of vision. Lurking at the back of the second grid was Rod Chapman in the famous 3-litre 4-wheel-drive Stormont Capri whose excellent practice outing, followed by the rain, convinced him that this was the car to use, despite a 5 s start penalty. The winner was seldom in doubt though for although Chapman worked his way up to second spot by the final lap, Wheldon had the race to himself after a slight clout with Nick Jesty on the first drop down onto the meadow. Wheldon's time of 3 m 51.6 s was the best of the day and looked unlikely to have been beaten even if the weather had not contributed. Tom Airey (Cooper S) passed Jesty's similar car but then tangled with him at the Gooseneck and finally almost tripped over a straw bale, an action repeated for the cameras later in the day. Gary Streat's S led throughout the third race, Bernard Rodemark (Mint) and John Aitkenhead (VW) following at 10 s intervals

John Button's Super Vee Bug VW seemed unwilling to go round corners and he retired as did Roger Dowson in the Dolomite-engined Triumph GT6 and Eric Nosek's Cooper S. Malkin walked away from the opposition with Peter Harper's Imp (he will be using this in the European series) in the last of the first heats.

You probably all saw Heat 3 on "tele" but here goes. Gilham got the drag on Wheldon but Hugh slipped in front on the meadow, and once he hit the long uphill grind to the top of the course the issue was settled. For Wheldon's S noticeably gained ground on this stretch in every race. Gilham was caught and passed by Jesty, with the aid of a nudge while Angel, who seemed to miss out in the blast to the first corner, came into contact with Chapman's Capri and retired. Despite the ever worsening conditions Chapman could only make third spot. Tom Airey took charge of the next race during which half the starters



Off the track, Nick Jesty takes time off to treat his Mini

were eliminated and one (Williamson) given a "no run" for tipping inside the pylons at the Hairpin. Vaughan (broken wheel) and Douglas (driveshaft) never completed the first lap and Keith Ripp's Cooper S stopped later on the Meadow. John Taylor, this time using the old 1800 pushrod Escort (although both he and Chapman will have alloy block 2-litre BDAs for Europe) was the only other scorer and still praised his CR88 Dunlop racers for their grip on the muddy tarmac.

Heat 7 was another race of attrition. Malkin led off, still on racers, only to slide off the

course on the meadow leaving Gary Streat with a seemingly untouchable lead. Streat spun into the armen on Park straight letting Bernard Rodemark's Windmill Garage car through, so this time it was Rodemark who looked home and dry until his Cooper shed its nearside rear wheel on the meadow. With still over half a lap to go Rodemark carried on and just held off Streat at the flag, a penalty marker for Streat lengthened the time gap. John Smith scored the Imp-Ford's first Cadwell win in his next race after Nosek had a moment in his Mini.

Since there were only five contestants they started en masse with Tom Airey soon snatching the lead from Tony Johnstone's Mexico, the latter hampered by not having a third gear. The Huxford Fiat 128 was never completely safe and the Ford was only 0.6 s adrift after 3 laps. Winston Percy's bouncing Datsun 180 B SSS took third by virtue of Peter Ripley's pylon penalty with his Cooper. The driving rain continued for the third heats and the mud made it impossible to identify cars even by colour let alone by numbers. Wheldon came out for his third run but after missing out in the initial mudbath climb onto the meadow decided his first two times must have qualified him for the semi-finals and wisely retired. Angel led at the end of lap 1 despite a slight collision with Mike Bird who stopped soon after. Jesty took over and won with Angel a few seconds behind while Airey was a long way behind after a spin coming off the meadow. Rodemark slithered home in his next outing followed by Streat who was unfortunate enough to suffer driveshaft trouble at the end of the run. Williamson was third on the road but 4 penalty marks dropped him to fourth. Malkin, Dowson and Aitkenhead started and finished Heat 12 in that order with the gaps between steadily increasing. Johnstone and Ripley were missing at the end of the first lap of the next GI race leaving Airey in the Fiat 128 with another win from Percy's Datsun.

With the welcome return of oil pressure to his Cooper S Wheldon simply drove away from the opposition in the first semi-final while the others strove to see where to point their sliding mounts. Rodemark pipped Gilham on the run-in to the finish. Chapman struggled on with the wipers again not working on the Capri. Warren survived several near spins and Bird simply gave up. Airey continued his challenge to Wheldon by winning semi-final 3 in a quicker time than Hugh Jesty's challenge ended on the first lap as he slid his Mini almost into the marshalling post on the exit to the meadow. Streat trashed Airey home but was given a no-race. Malkin picked up a penalty so Angel finally took second place. The GI final saw Johnstone park his Mexico on the same marshalling post as Jesty leaving Airey and Percy to dice for honours. The Datsun slid into the lead on Park straight on lap 3. Airey got it back coming out of the Hairpin and went on to sweep all the way up the hill. Whilst the Fiat took the flag first he picked up 50 s worth of markers and Percy took his second GI victory for the rising sun.

Five Minis, a Capri, a Triumph and an Imp lined up for the final. Rodemark and Airey outshone Wheldon at the start but Hugh was into second by the meadow and took Airey by the Gooseneck. Tom repeated his bale trick, this time carrying a souvenir down to the chicane where he exchanged it for another and nearly stood his Mini on its nose in the process, finally losing his burden at the Hairpin. Wheldon ran home an easy winner and everyone was pleased that his luck had at last returned. Airey's misdemeanours elevated Gilham in the honours, followed by Dowson, Malkin and a penalised Chapman.

MIKE DIXON

Semi-Final 1 (3 laps)	1. H. Wheldon 11.3 BMC Cooper S 4 m 21.2 B. Rodemark 13 BMC Cooper S 3 m 59.6 M. Ford 14 R. Chapman 10.8 F. Bird 13.0 4WD
Semi-Final 2 (3 laps)	T. Airey 11.3 BMC Cooper S 3 m 59.6 2.7 Mexico 2.5 S-beam mr 3.0 Angel 1.7 4 m 21.5 4. R. E. Wilson 1.8 T. Triumph GT6
Final (3 laps)	1. Wheldon 4 m 21.5 2. G. Streat 3. A. Aitkenhead 3.7 Mexico 4. Chapman
Cadwell Trophy	4.2 5. GT6 Trophy 6. BMC
Group 1 Final (3 laps)	1. W. Percy 1.8 Datsun 180B 5.5 4 m 24.5 2. T. Airey 1.3 Fiat 128 3.0 Team Cadwell Trophy 4. Percy



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Taylor's BTD; Vaughan's title

The final round of the Martins/Texaco Rallycross Championship turned out to be a real cliffhanger last Sunday. After some inspired driving from both Peter Vaughan (Richard Longman Cooper S) and John Taylor (Haynes of Maidstone Escort BDA), the former took the Championship by just half a point while Taylor had the consolation of setting BTD at this final round. The Darlington and DMC had mild and bright conditions for the last Croft rallycross of the season, and a large crowd turned up to watch unquestionably the best event of the series. Mick Bird's rapidly disintegrating Mini-Cooper S won the Martin Trophy for the best non-trade supported competitor in the Championship, while the day was rounded off by Nick Jesty (Wessex Racing Developments Mini-Cooper S) winning the now customary Knockout Competition.



Brian Kippax' 1.3 Mini took the prize for surely the liveliest roll of the day

Before the meeting started Peter Vaughan held a slender 3 point lead in the Championship, from John Taylor, while Jeff Williamson also had an outside chance of taking the premier award. Although there was still a lot of mud about in practice, Vaughan, who had a newly-rebuilt motor for the occasion, was not too confident. Perhaps the Ford battalion overlooking his Mini in the paddock had something to do with that!

John Taylor had both the Haynes Escorts present, and was joined for the first time at Croft this season by Rod Chapman. Chapman was using the Stormont Escort BDA while the 4WD Capri stayed on its trailer. Bernard Rodemark was making his first visit to Croft, with his Windmill Hill Garage Mini-Cooper S none the worse for its three-wheeled motoring at Cadwell on Friday. Mick Bird had been another Cadwell casualty and was worried about his bodyshell staying in one piece after Hugh Wheldon's Mini bit it at Cadwell. Although he did use a 1.0 engine early in the season, Bird had in fact had 1275 cc to power him at the last Lydden and was again using the same motor on Sunday. It appears the organisers had been a little over-optimistic in hoping for a works Clan to appear, as the Washington firm are fully occupied with rallying and racing projects at the moment.

John Taylor, with CR88 rubber under his Escort, had declared that Vaughan had little to worry about, but promptly disproved this by devastating the opposition on his first run to record a very fast 3 m 55.8 s time, 16.2 s faster than his practice time. Jeff Williamson was also in with a chance and in the next race the dark blue Mini stormed round to clock 4 m 00.2 s. Then came Vaughan in race 3. At first, attention was diverted as Brian Kippax rolled his appropriately sponsored Terminus Insurance Brokers Mini at Tower, without personal injury. However, all eyes soon turned to Vaughan. His handling of the Longman car looked tremendous and sure enough he chipped 0.6 s off Taylor's time. Now the battle had really commenced. Next it was Nick Jesty's turn to excel in the WRD

Mini. Despite strong opposition from the Minis of Phil Lilley and Bernard Rodemark, Jesty equalled Vaughan's time even though he didn't look as fast.

There was another sub-4 m time in the following race, this time from Mick Bird's Mini. Although this car was losing out in the power stakes, Bird was the quickest of all through the paddock section of the course to record 3 m 59.4 s. Bob Moorhouse seemed almost subdued for once and the Lotus 7 was passed by York's Chris Fishwick (Mini-Cooper S) who slotted into seventh place on the first run times. Fishwick was just 2.4 s faster than Rob Chapman, the Stormont Escort driver managing 4 m 00.8 s once he had shaken off the attentions of Roger Jackson's Mini. Keith Stones (Mini-Cooper S) was 0.4 s quicker than Chapman, but for the second meeting running was penalised for marker-bashing. This time it was just a 5 s penalty though so Stones dropped only two places to eighth.

On his second run, with everything to gain, Taylor was fantastic. At the start Williamson had the edge over the Escort but somehow Taylor scrabbled by on the outside at Tower. Although Williamson all but kept up (hitting numerous markers on the way), Taylor was irresistible and his time—3 m 50.8 s—was BTD. Now Vaughan had to make sure that nobody managed to separate him on time from the Escort. He began his second run like his first but then the Longman car started misfiring. A faulty rev-counter drive was interfering with the coil and Vaughan looked a picture of frustration as he failed to equal his earlier time. For almost anybody else 3 m 58.4 s would have been an excellent time. Now Vaughan could only wait and hope Jesty was the biggest danger and he came out next in the same race as Chapman and Rodemark. Despite a typically spectacular drive from Chapman, Jesty could not be headed and it was obviously going to be a fast time. It was—exactly the same as his first run time—but not quite quick enough to break the tie with Vaughan.

Chris Fishwick and Roger Jackson fought out the next event, with Jackson achieving 4 m 04.0 s for eighth overall. Now only Bird remained who could possibly affect the issue. He shot into the lead and brought his time down to 3 m 58.4 s. Dave Philipson (Mini-Cooper S) provided some excitement by losing

it after the last bend and all but cleaning up the chequered-flag wielder. After Bob Moorhouse had completed a solo run to come up to 12th overall it became evident that Peter Vaughan had made it, to become a well-deserved Martins Texaco Champion—by half a point.

The organisers found themselves a little short of cars for the Knockout, only 18 cars being willing and able to turn out again. Mick Bird, David Potter (Mini-Cooper S), Bob Moorhouse and Roger Jackson won the heats. Bird had a particularly tough job fighting off the Minis of Rodemark, Bamber, Alec Stout and Phil Lilley. Nick Jesty tugged back up to second in Heat 2 after he had dropped to the back following one of the day's hairier moments.

The first semi-final was much more competitive than the second, with Jesty forcing his way through from the second row at the start to win from Bird and Rodemark. Final disintegration was setting in on Bird's Mini, with Mick having the dubious distinction of losing the entire roof on the last lap! Although these runs were not timed officially, Jesty clocked a very rapid 3 m 53.0 s. Bob Moorhouse easily won the second semi-final which only had three finishers. One casualty was Pete Ripley's Zoflora Mini-Cooper which went off and came to rest minus part of the floor pan!

A truly excellent Croft rallycross season was ended by another close Knockout final. Moorhouse was right on form and in an inspired drive held off the redoubtable Jesty for a lap and a half before the Mini scrambled by to win. The topless Bird took third from Rodemark, then a long gap to Alan Forrest's battered Anglia and Ken Campbell's Escort. The latter pair must have set something of a record for mutually inflicted dents during the afternoon.

The Martins/Texaco series had been closely fought, well-organised by the DDMC, and unlike the Cadwell series has been refreshingly free from bitching.

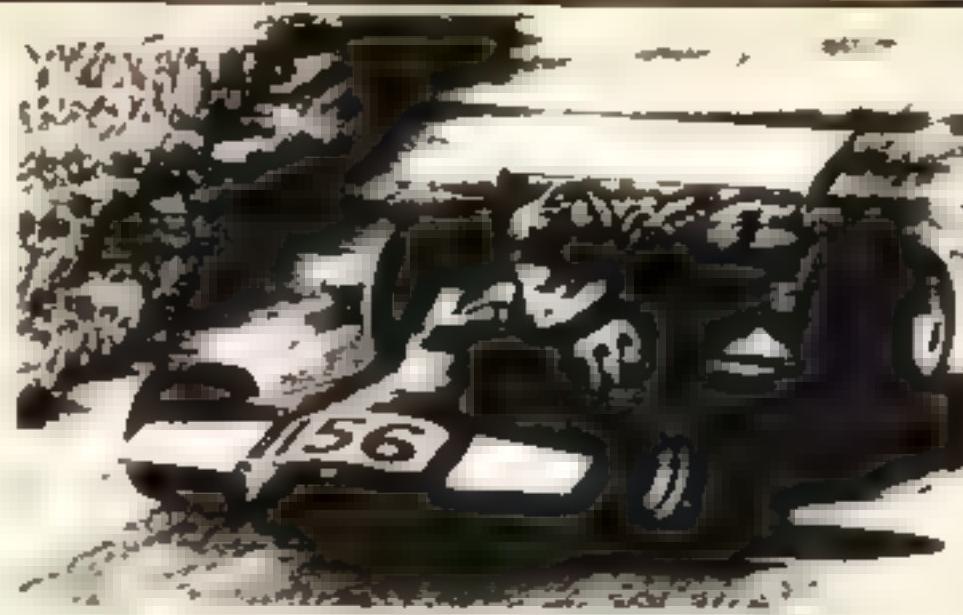
CHRIS MASON

Martins/Texaco Rallycross Championship Final Round	
Peter Vaughan	1
John Taylor	2
Jeff Williamson	3
Rob Chapman	4
Brian Kippax	5
Keith Stones	6
David Philipson	7
Phil Lilley	8
Mick Bird	9
Roger Jackson	10
Alan Forrest	11
Ken Campbell	12
Knockout Competition	
Bob Moorhouse	1
Nick Jesty	2
Chris Fishwick	3
Martins/Texaco Championship Final Positions	
Peter Vaughan	1
John Taylor	2
Jeff Williamson	3
John Clark Trophy	
John Taylor	1
Martin Trophy	
John Taylor	1

Champion Peter Vaughan's successful 1.3 Mini leads the field at the chicane.



CLUB NEWS



Weather makes Fern Hill stiff challenge

West Suffolk MC's production car trial at Fern Hill, Glemsford, was one of the most popular in the area and provided a stiff challenge, this year the weather lending a hand with heavy rain the previous day and an overnight frost making the early climbs most tricky. Convincing winner on index was Mike Smith whose Mini held the lead in the FWD class throughout and increased an advantage of six marks at the break to 13 after the 16 tests had been completed. The Chelmsford MC duo of Preston and Rose in their 1098 Mini squabbled over the second spot behind Smith, Preston finally securing what turned into a class winning margin of five points on the last few climbs. The scores of Len Wills (Clubman GT) with 88 points, Mike Lambert (Mini Cooper) with 89 and Bob Chapman (Mini) with 91 sum up the closeness of their class battles, while behind them everyone was well into three figure scores.

Another vast entry contested the "conventional" saloon class. George Jackson, straight from his class win on the Frater

Trial, romped ahead of the pack with his remarkable Morris B Tower which is fitted with a Sprite engine and running gear. His total for the day was 59 marks. 13 better than L. Knight's strange Escort 1500 with its very narrow front wheels. Ford Pops took the next two places with R Lee's more conventional version just beating John Groves' supercharged machine by two marks. Groves almost failed to make the afternoon runs since the oil drip feed for the blower had been left on throughout the break filling the unit with oil. The cloud of smoke when he finally started it could be seen in Bury St Edmunds.

J Pilgrim's Fiat 500 kept its early advantage and won the RWD section from potentially more powerful opposition and Benjamin's Imp and Booths Chamois were well separated in second and third places respectively, Peter Fry (Imp) and Chris Mayes (Austin) tying on 77 for fourth.

Table 1. Mean performance of 30 SFRM, 30 MA, 30 CEP, and 30 WMRG subjects.

Haden's Land-Rover overcomes snow to win

John Haden and Derek Hall (SWB Land Rover), with plenty of assistance from the Clerk of the Weather, convincingly won the One-Eleven MC's Nocturnal Rally on January 20/21. The remaining first ten places were filled by novice crews, benefiting from earlier cars now ploughing the route sponsored by M & L Insurance Brokers and Wynn's Oil Additives. 120 cars were due to start from T. C. Harrison's in Sheffield, but a score never made the start. This is the seventh rally in the Sheffield area to be oversubscribed in the last 12 months, an indication of the sport's popularity.

A route which included the bleak moors of Map 111, and reports of 4 ft snowdrifts cheered competitors as they started with a blizzard over Beeley Moor, and S1 over Dirty Rake was blocked by a fallen tree. Everyone was having fun apart from Graham Beard more/Martin Phaff (Bentley's 3.3 Firenza) who were stuck near Wardlow. The really thick stuff started west of Winster, between T9 and T11, where all the experts were shoving and shovelling. The Minis of Mike Pattison, David Taylor (Miniparts of Crewe) and Roger Thorpe/Tim Cork (Castleton Garage) plus the Lakeland Escort of Geoff Birkett Dave Oerrick all tried to follow the C of C's Land Rover tracks, without success. Edwin Midgeley/Pete Whittaker (Toyota Corolla) running at 7 were one of the few to succeed. PC3 and T10 above Elton saw nearly all but Midgeley (who cut the PC)

near full time and many cut to the petrol
bait at Newhaven. Now it was the semi-
turn, and a huge jam developed on Blake-

Low

By the time the novices had trundled through to T11 and T12, the timing had ironically slackened, and as the route used the lower ground near Ashbourne the drifts disappeared. Dave Broadhurst (Healey 3000) and Geoff Harris (2.3 Viva) had ditched, but the progress of some novices was both safe and rapid, particularly Mac MacArthur/Ted Wren and Keith Oliver/Mike Hannan (Mk 1 Cortinas) and Graham Calton/Roger McCann (Spitfire) in unsuitable chariots. Because of snowbound marshals, Vic Davenport and Pete Longmate had no alternative but to terminate the rally at Newhaven, and the field struggled back to Sheffield's Hallam Towers for coffee and tall stories. To compound this misery, watch errors only allowed 17 sections to count and apart from Haden (No 29), you had to have a number lower than 74 to stand a chance, hence some unusual cars in the top ten. The first eight seeds accumulated 47 fails, but there were 1200 others.

TIM CORK

J. Haden D. Ma 563 Lead River 3138 S
Smyrna M 42 71 10 C 178 32 3 J MA A
E. Green 113 L 42 G 41 9 4 R H 100 1
McCurdy 17 A 44 30 E Roger J. S 100 1
H. B. Jones 41 31 E 2 C 2 R H 3 10 3 5
F. C. 41 23 T J 94 A 0 0 5 E M ad 25
H. G. Rogers D F 37 A 13 45 36 9 K 100
M. Hancock 113 C 26 10 G 47 15 3E C 100 1
Vernon 113 Ewart T C 47 15

RALLYCROSS HAPPENINGS



John Smith's Holbay clubman's engined-im-



Mini exponents Mick Bird (left) and David Angel (right)



Barrer, Pam and Palamita, Linda GTO



Unusual rallycross vehicle, Atrey's Huxford Fiat 128 at Cadwell (above). Understeering on ice at Croft performed by Mick Bird (below).



Pelling triumphs in Yorkshire

Flagged away by the Lord Mayor of Hull Chris Cammack M Welch (Cooper) lead a 75 car field on the Parish's sponsored Moonraker restricted rally into a 200 mile, all selective, route in East Yorkshire. An early retirement was the Ron Shipp Firenza with a seized engine, whilst the first muddy bend of the night claimed seven cars into the fence—including Stark/Dale who finally retired their borrowed car into a dyke 5 miles later on. After seven selectives Steve Smith/Chris Gray had taken a surprise lead with some rapid and dramatic motoring, including 4 fastest times, on Steve's first outing in 2 years, but their fine run came to grief in a ditch near Little Kelk on another of the many muddy corners.

Thus the leaders at the Kirkburn halfway were Dennis Pelling, despite some wrong slots by Tony Viles, 21 s ahead of Mike Whitley/Frank Groom and then the new pairing of Roger Stanford/Ian Maxey. An easier, faster second half saw no change in the leading six crews, although Stanford Maxey were fortunate to stay in the hunt after a "Straight on at T" on the Danesgrave white road. Meanwhile Whitley/Groom slipped back from Pelling with some hesitant motoring in the mist on the hills north of Driffield, and Stephenson/Farnworth jumped up with a gained minute on SS14 in the ex-Kitching T/C. Printed results were soon available at the Market Weighton finish to round off a well conceived event marred only by inaccurate timekeeping by long suffering marshals on a wet and cold night.

1 Pelling Viles Escort RS 651 2 Whitley Groom Escort RS 650 3 Stanford Maxey Escort RS 650 4 Stephenson Farnworth Escort RS 650 5 Hulwell/McNeeley Escort RS 650 6 Baker/Bachour Escort RS

Calton—successful switch

After many years of driving Spridgets John Calton gave his recently acquired Escort Mexico an airing at the Eastern Counties MC "Factory Fun" Autotests on January 14 and came away with BTD on Index. Held, as ever, on the service roads of the Munton and Fisons factory at Stowmarket, Suffolk the tests became somewhat complex and by the end of the day no fewer than 35 incorrect performances of tests had been recorded.

After a steady start Guy Wong (Sunbeam Imp) gradually eased out a class winning lead for the small saloons award and was one of only three competitors to remain free of penalty all afternoon. Bill Hammond (Mini) completed the class honours. Calton drove extremely well in the larger saloon gang and when he really gets the hang of saloon auto-testing the regulars will need to watch out. Keith Webb seemed set early on to be heading for the award in his modified Mexico, having set fastest time on four of the six tests but an "incorrect" on test two dropped him back. Of the 31 entries spread throughout the four classes none appeared on paper to be closer than the Spridget brigade however two failed to arrive and the Alan Rayner/Don Harris Midget broke a halfshaft after 10 yards of the first test. The Sprites of Derek Brown and Mike Bunn were therefore left to squabble over the "pot" with Bunn finishing with a 2.8 s advantage.

The class for Cooper S types and Specials was a battle between the S of Brian Potter and Dave Wallis with Potter leading 155.4 s to 158.5 s after three tests. On No 4 Potter clobbered a steel post near the finish line and retired at once with badly deranged steering. The excitements proved too much for Wallis who incorrected Test 5 thus letting Rita Daniels into the lead which she held to the end despite the DHW Specials 3% per cent handicap.

BTD on Index 1 Calton (Ford Escort Mexico Class winners G Wong (Sunbeam Imp) Calton M Bunn (AH Sprite) and Mrs R Daniels (DHW Specials)

Eight carnival finishers

The aim of the organisers of the East Ayrshire Car Club's Carnival Rally was to have as few finishers as possible. On the night, from a disappointingly low entry of only 28 crews, eight managed to reach the finish without going OTA at any of the 46 time controls.

Victory went to Drew Gallacher Frew Bryden in the Dalblair Motors Escort RS who, together with Shell in Scotland, handsomely supported the event. Second was Bill Burnett David Webster in a Cooper "S" with 180 pens only five minutes behind Gallacher and third was Ian Wilson Peter Anderson (Hunter) on 320. David Black Ross Finlay had only dropped four minutes in each half but unfortunately they had driven past a codeboard without noticing it and so their total for the night was 380 pens.

The event started with a 29 minute run to the start of the competitive sections just outside Ochiltree. It was plot and dash for the next 21 sections covering only 53 miles! The pressure never lifted and it was all too

easy to lose time on the rough or muddy whites on sheet 67. At the first petrol halt prior to the tie-deciding special stage, Gallacher was in the lead with 40 penalties followed by Burnett on 150 and Ian Wilson on 220.

There was no halfway halt as such but during the run from C23 to the restart just outside Stratton, crews had to tackle a tarmac/grass stage over the hill to Sanquhar and snatch a bite to eat in Dalmellington. Quickest on the stage was again Gallacher but this was to be used only if there was a tie; a fortunate thing for Robson/Lamont (Clubman GT) who went into a field for above eight minutes after going off on an icy right-hander.

The second half didn't change the overall positions at all though it was still quite competitive. There was one 11 minute section and 21 four minutes for the 45 miles.

1	Drew Gallacher	Frew Bryden	RS 16	130
2	Bill Burnett	David Webster	S 18	180
3	Ian Wilson	Peter Anderson	Hunter	320

East Anglian News:

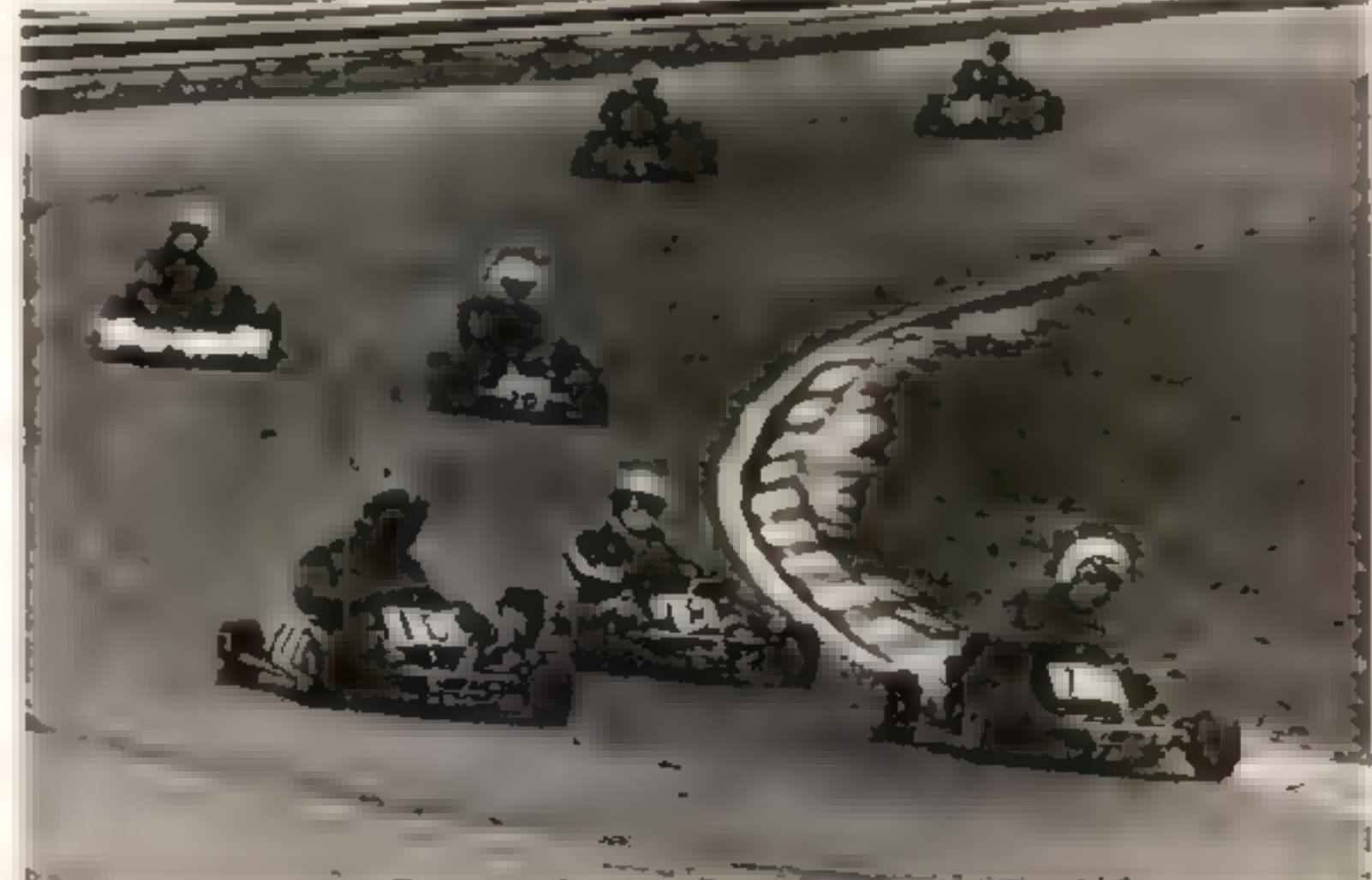
Fildyke Rally; Midsummer Stage Rally; new production car trial site

Cambridge CC organised their first major rally for several seasons on February 10/11 when they re-introduce the "Fildyke" Rally. Included as an ASEMMC Championship event the 184 mile route starts from BE Cocks Newmarket Road, Cambridge at 10 pm with the finish at the well-used Red Lodge at Freckenham, Suffolk. Some seven unsurfaced miles and the odd selective are included to sort out a winner. OS Maps 133 and 136 are needed.

Sporting CC of Norfolk announce that their Midsummer Stage Rally scheduled for June 3 will again have sponsorship from Lancia (England) and their main dealers the Pointer Motor Co, Norwich. The event is the seventh round of the Esso Unilite BTRDA Championship and already one or two new stages are under negotiation. The best of last year's sites, the Norfolk Agricultural Show ground near Norwich, seems set for inclusion again.

Old rivals Sporting CC of Norfolk and Gt Yarmouth and Lowestoft MC meet in the second round of the Castro Quiz on Thursday January 26, Gt Yarmouth having disposed of Cambridge CC and SCCN beating Kings Lynn and DMC by a considerable margin before Christmas.

Karting interest at Branksome last Sunday here. Allen Jones leads Jonathan Sichel and Nigel Miller. Brian Appleby won both kart races from Derek Brunt.



Pearce's convincing Kitching Trophy win

Jack Pearce again emphasised his superiority over the opposition with a convincing victory in the Kitching Trophy Trial last Sunday. The combination of Kincraft and Semperit tyres proved more than a match for the 29 other entrants who floundered upon the slippery slopes among the mist and cold of the Yorkshire moors. With both Semperit BTRDA and RAC Championship points for the taking, the North Midland MC had attracted a good field to the hillside overlooking Ladybower reservoir. Despite intermittent rain the course of a dozen hills was in good condition for the trial. Although the top surface quickly gave way to slippery mud and rock, no section proved to be unclimbable and the decision to send groups to separate hills gave everyone a chance of benefiting from the early grass topping.

Most of the regular championship contenders were present, Gordon Jackson having arrived with Colin Taylor from the depths of Kent. Almost all the North and Midland circus were on hand. Making a welcome reappearance was Tony Marshall in his now venerable Cannon; Tony seldom competes at any other site; which must be a relief to other aspirants to sword! The Blankstones Peter and Margaret, were competing in their first championship round for several months while circuit man Tony Brise made his promised debut in Reg Allen's car (having also borrowed the trailer, V12 E-type to pull it and the daughter to passenger for him!) and was to quit himself honourably.

Only one round was scheduled during the morning, with two afternoon rounds promised. By lunch time Pearce had already secured for himself a 5 pt advantage to lead the field with a loss of only 9 mk. On open ground without the added obstacles of trees, scores can generally be lower, but by any standards the Kincraft driver's performance was outstanding. Ivor Portlock (Dryad) lay in second place a mere point ahead of Bill Warr (Bilbo) whose performance belied the disappointing results of the previous weeks. Fourth placed man was the second of the Kincraft drivers Tony Harrison, with 18 to his detriment. The Cannon of Marshall held fifth place by a single point from the more sophisticated BMC Special of local hero, Lol Hurt.

Already the gremlins were at work. Mike

Trialling tactics employed by Peggy Harrison in providing traction for Tony Harrison.



Smallwood being forced into retirement when the diff of the Delta cried enough after completing the last hill of the morning. It was particularly galling to the driver who was well in contention for the first few places when the breakage occurred. Gordon Jackson, too, found himself loading the Ibex into the Duckhams supplied van at lunch time, the gearbox having broken quite early in the proceedings. Alan Bush was encountering starter motor troubles in the Lol Hurt "rent-a-car" Ford special. Don Williamson found himself devoid of an off side fiddle, and Richard Allen was subjected to a minor fire in the electrics which temporarily brought the Cannon to a halt.

Lunch was taken, but the break went on, and on and on, as marshals found the conviviality of the local inn more attractive than the raw January afternoon. By the time the trial was re-started those unfortunate who had braved the weather were almost as cold as the car engines. It was largely thanks to the willing band of Peterborough MC marshals that action recommenced. Regrettably Brian Stapleton, one of the "rent-a-hill" crowd, was injured when he slipped beneath a car and had to be removed to hospital for the bad gash to be stitched.

Few of the hills were drastically altered for the afternoon session, although most drivers seemed to find it harder to avoid the markers and collected higher scores than on their opening rounds. Not so Pearce! A second round of only four lost marks ensured that the trophy was destined for his sideboard when the clerk of the course decided against running a third round in view of the lateness of the hour. Second best round of the afternoon was that of Hurt who, with the loss of only 10 further marks, shot into second spot ahead of both Warr and Portlock who remained locked in a tense struggle for third place. The challenge of Marshall expired when a track rod broke, which caused several of the regulars to breath a sigh of relief. Benefiting from Marshall's demise, Bill Evans moved into sixth spot behind Tony Harrison.

GEOFF HERRINGTON

1. J. Pearce (12.0 Kincraft Renault)	12 pts	2. L. Hurt (1.1 BMC Special)	31	3. B. Warr (1.3 Bilbo)	21
4. I. Portlock (Dryad)	21	5. P. Jackson (Ibex)	20	6. D. Williamson (Cannon)	19
7. R. Allen (Cannon)	19	8. G. Jackson (Ibex)	18	9. T. Harrison (Kincraft Renault)	18
10. C. Taylor (Kincraft Renault)	18	11. M. Smallwood (Delta)	17	12. A. Bush (Ford)	16
13. D. Williamson (Ibex)	16	14. N. Williamson (Ibex)	15	15. D. Williamson (Ibex)	15
16. D. Williamson (Ibex)	15	17. D. Williamson (Ibex)	15	18. D. Williamson (Ibex)	15
19. D. Williamson (Ibex)	15	20. D. Williamson (Ibex)	15	21. D. Williamson (Ibex)	15
22. D. Williamson (Ibex)	15	23. D. Williamson (Ibex)	15	24. D. Williamson (Ibex)	15
25. D. Williamson (Ibex)	15	26. D. Williamson (Ibex)	15	27. D. Williamson (Ibex)	15
28. D. Williamson (Ibex)	15	29. D. Williamson (Ibex)	15		

Tough, but smaller Northern Lights

Although they had to cancel three sections of the route, reducing total mileage from 210 to 190 miles, the Mid-Antrim Motor Club's Northern Lights Rally on Jan 19/20, proved a tough but enjoyable event for the 72 starters of whom 28 managed to reach the finish at the Deer Park Hotel, Antrim. With snow and slush a major problem throughout this the second round in the Northern Ireland Rally Championship, it was soon apparent that the event was going to be tough on crews and also on the long suffering marshals, right from the start near Ballymena. Winner after a long, hard night was David Agnew and his navigator Robert Harkness in their VW 1303 who dropped 80 m 15 s to be decisive winners ahead of Leslie White/Drew Todd who dropped 88 m 14 s in their Escort TC.

As a result White/Todd and Agnew/Harkness are now joint leaders in the championship. The White/Todd crew have two seconds while Agnew/Harkness were winners of the Snowplough Rally a fortnight ago.

Third overall with the loss of 71 m 4 s came Sean Campbell/Peter Scott, who found their 3-litre Capri a handful under the conditions and in fourth place came the Dublin entry of Miss Sue Sinclair/Paul Phelan in their BMW 2002 on 85 m 35 s. This was a good result which surprised many though Phelan was Rally Champion last year. Leading the semi-experts class were Jimmy Ogg/Fred Gallacher in their Cooper S on 104 m 56 s who finished fifth overall. The best novice were Dan Doherty/Brian Montgomery in a Cooper S who dropped 231 m 80 s.

Cooper's appointment

Peter Cooper, the well known RAC Competition Committee member, and who has been a member for 21 years is the new chairman of the BTRDA in succession to the late John Gott. He was elected at the annual general meeting of the Association in Solihull, near Birmingham, last Sunday. The meeting also approved the appointment of Richard Harper and John Foden to the council. Secretary Derrick Smith reported that membership stood at 1478, a figure which had quadrupled in the past four years.

Lancashire series

The Lancashire Automobile Club have announced the second season for their Sprint & Hillclimb championship with slight modifications to last year's rules and events. Features of the championship include a first award of £120 cash plus trophy, with total awards to tenth place in excess of £300 cash plus trophies. The best eight results count from 12 events, and there are eight different venues including six hillclimbs and six sprints—all leading events in the North of England.

There is already intense interest in the championship and early registration is recommended as a limit may have to be imposed on the final total. Modifications to last year include a reduction in the points scoring system in that the maximum number of points in class is now six instead of seven. There will also be bonus points for breaking an existing class record and/or establishing a record where none exists. The number of events has been increased to 12 and the best number of events by one to eight. Registration forms should be sent to the Championship Secretary at 1 Avenue Parade, Accrington. Further details and queries can be obtained or answered by writing to that address or ringing Great Harwood 884521 (evenings).

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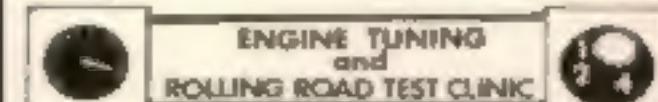
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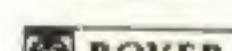
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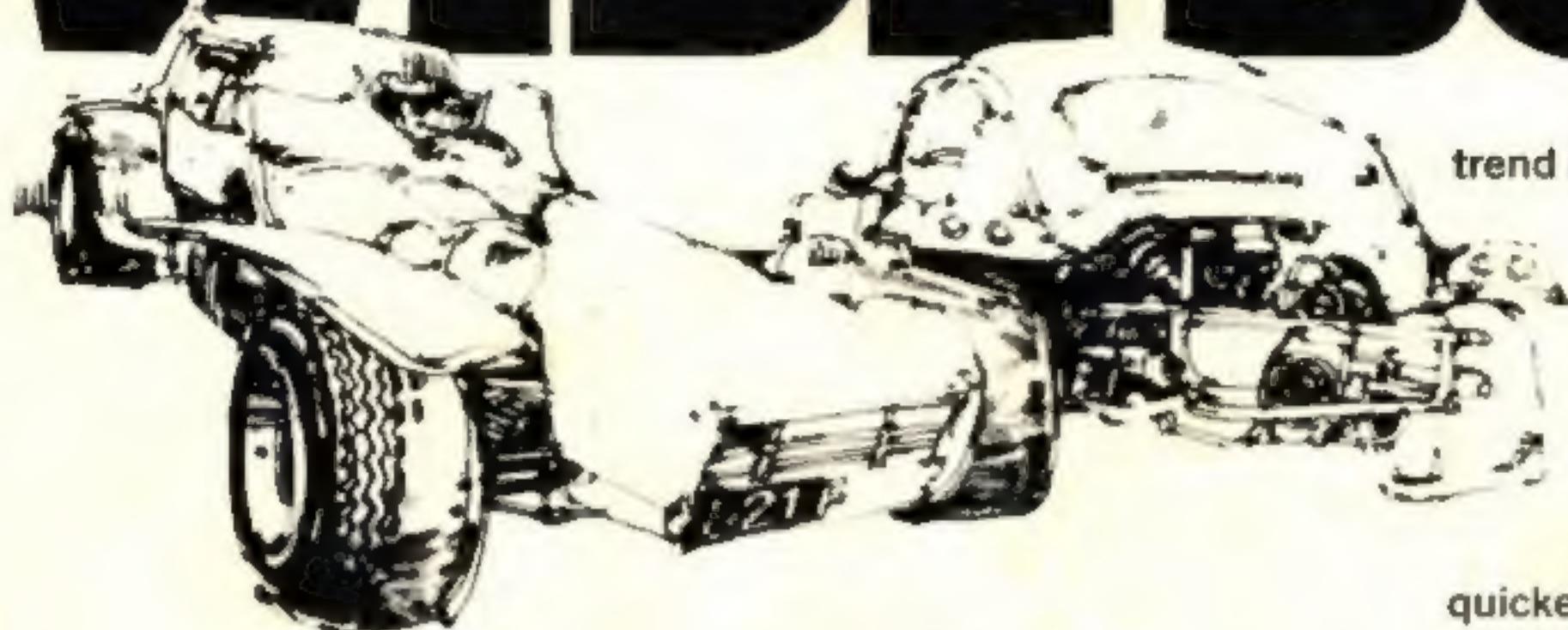
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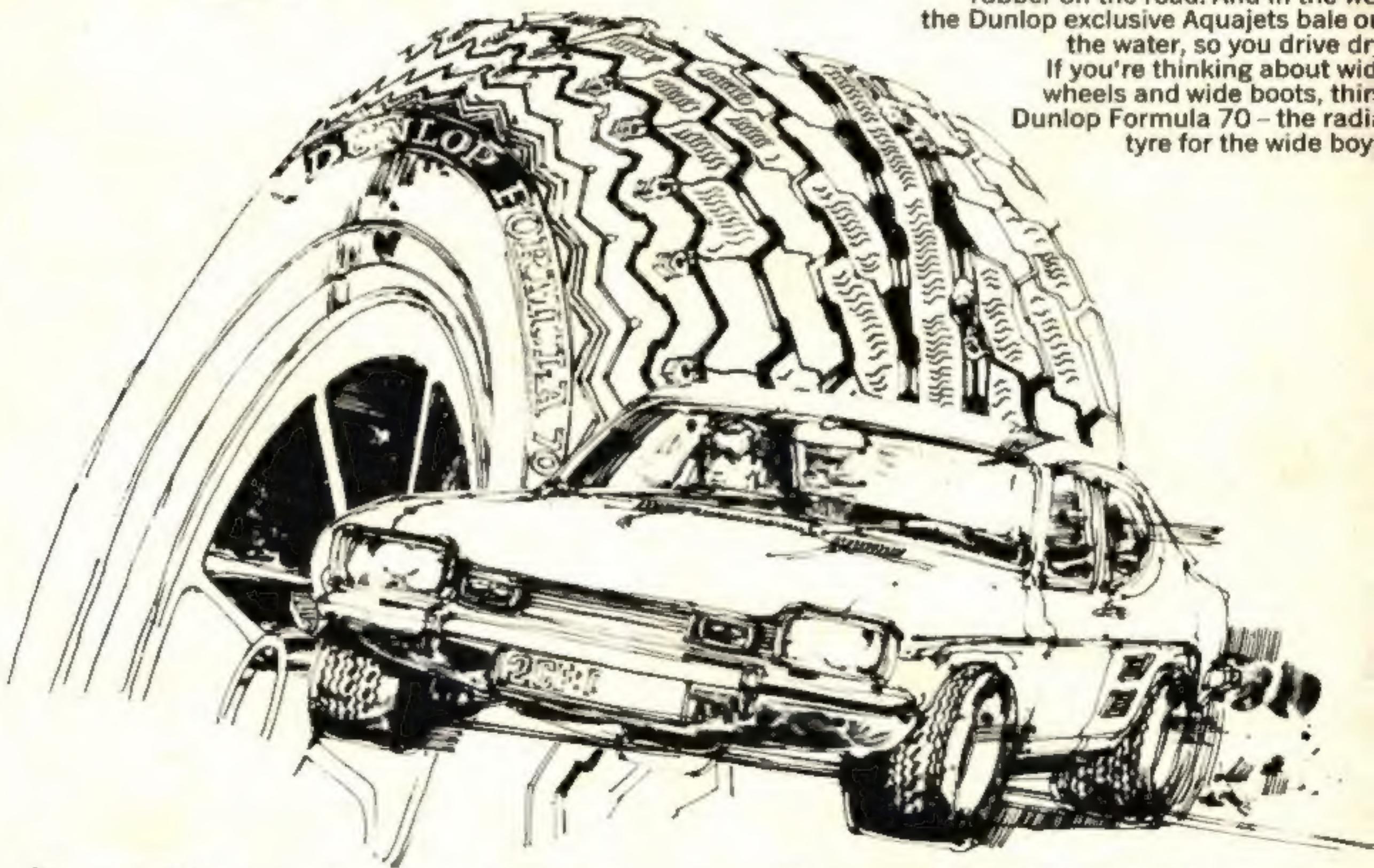
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